

Brawley

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General Plan

CITY OF BRAWLEY

GENERAL PLAN

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CITY OF BRAWLEY

GENERAL PLAN

January 1995

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INTRODUCTION TO THE GENERAL PLAN

A dynamic, diversified community, the City of Brawley is located in central Imperial County in the southeastern corner of California near the Mexican border. The City of Brawley Planning Area encompasses 24.7 square miles, (or 15,469 acres), and is surrounded by County land. The incorporated portion of the Planning Area is approximately 5.8 square miles (or 3,700 acres). Brawley is located approximately six miles southeast of the City of Westmorland, approximately nine miles to the south of the City of Calipatria, nine and 12 miles north of the Cities of Imperial and El Centro respectively, and approximately 21 miles north of the Mexican border town of Mexicali. Within the context of the County, Brawley is located at the intersection of State Route 78, State Route 111, and State Route 86. The New River flows from the southwest to the northeast portion of the Brawley Planning Area and the Southern Pacific Railroad generally extends north-to-south and bisects central Brawley.

Imperial County is located in a broad desert that has been transformed to productive agricultural lands by the importation of irrigation water. The City of Brawley has historically played a significant role in the agricultural economy that characterizes Imperial County. Brawley's strategic crossroads location at several major highways and the railroad facilitates easy access for residents and visitors, and regional shipping services. The City continues to provide a unique urban setting for residential, commercial, agribusiness, and industrial uses. The City is distinguished by a historic downtown commercial and civic center surrounded by a variety of distinct residential neighborhoods, parks, some industrial development, agriculture, and a municipal airport. The landscape around the urbanized areas is dominated by agricultural fields, scattered farmhouses, and related agricultural structures. Scenic views are enjoyed throughout Brawley including panoramic views of the stark topography of the Chocolate Mountains in the east and the foothills of the Peninsular Range in the west, the New River riparian corridor, and agricultural open space.

BRAWLEY PLANNING AREA

The Brawley Planning Area consists of approximately 24.7 square miles, (or 15,421 acres), as shown in Figure Intro-1. This area includes all of the land contained within the City's incorporated boundaries in addition to the City's existing Sphere of Influence located adjacent to the City's northern, western, and southern boundaries. The Sphere of Influence has been approved by the Local Agency Formation Commission as Brawley's probable ultimate physical boundaries and service area.

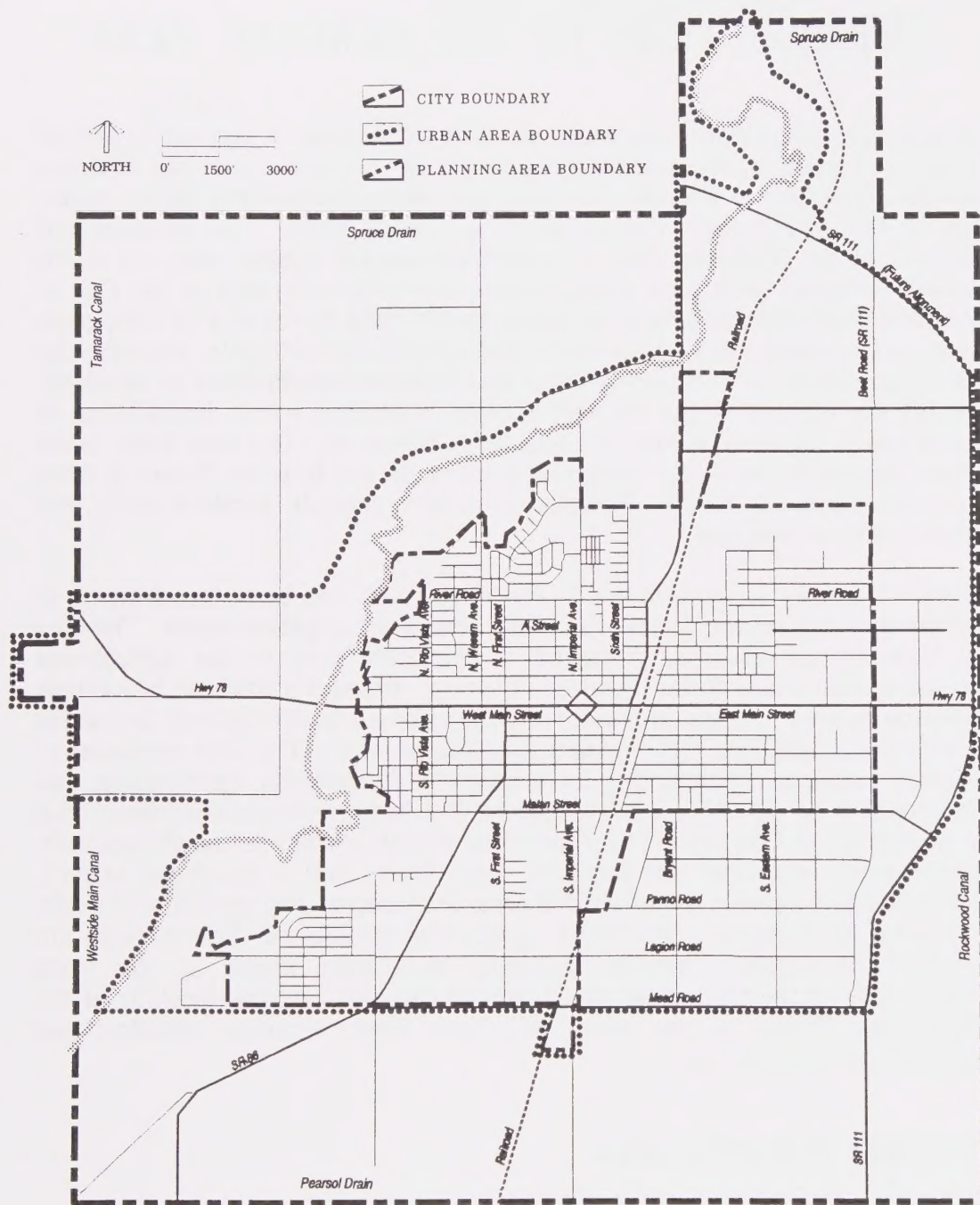


Figure Intro-1
Brawley Planning Area

HISTORY OF BRAWLEY

In 1902, J.H. Braly, a Los Angeles investor, was assigned 4,000 acres of land in the center of the area representing the present-day City of Brawley. U.S. Government Circular No. 9 was shortly released after Braly took control of the land and it claimed that nothing would grow in the desert area of Imperial Valley, even with plentiful water. In response to this news, Braly sold the land to G.A. Carter who shortly sold the land to the Imperial Land Company. In defiance of the government circular, the Imperial Land Company ordered the new town plotted and began promoting the agricultural potential of the area. Colorado River water was initially diverted to Imperial Valley in 1901 and irrigated agriculture in the Valley was showing promise.

People had already begun to call the new townsite "Braly." Mr. Braly prohibited the use of his name for the town because he was convinced the town would fail miserably. A.H. Heber, one of the principals of the Imperial Land Company, suggested that the town be named Brawley: "I have a friend in Chicago named Brawley - we'll name the town after him," said Mr. Heber. The town developed that year with a approximately a dozen tent houses and the railroad reached Brawley in September 1903. Due to the town's location at the end of the rail, new immigrants hopped off the train and often remained in Brawley for a while. By Christmas of 1903, the town's success was sure.

Brawley incorporated as a City in 1908. The City initially served as a bedroom community for farmers and cattlemen working in the central part of Imperial Valley. Due to the historic location of Brawley along the railroad, the City also served as an important trading and shipping center. For many years, Brawley contained the largest concentration of people in Imperial Valley. The population of Brawley climbed steadily from 3,000 residents in 1914, to 10,439 residents in 1930, 11,922 residents in 1950, 13,746 residents in 1970, and 18,923 residents in 1990.

During World War II, the population of El Centro exceeded the Brawley population due to the large military installations near El Centro and Brawley consequently became the second largest city in the Valley. Agricultural goods are currently transported to market directly from the field and Brawley's importance as a shipping center has declined. The populations of El Centro and Calexico are both larger than the population of Brawley due to their advantageous position near Interstate 8 and the international border. The present population of Brawley still consists of farmers and cattlemen, but people employed in other cities in the Valley also make Brawley their home. Because of Brawley's larger size relative to other cities in Imperial County, it continues to provide retail and professional services to northern Imperial County.

PREVIOUS PLANNING EFFORTS AND NEED FOR A REVISED PLAN

The most recent comprehensive General Plan was prepared by the City of Brawley in 1974. Major changes to State law resulted in the preparation of new elements and revisions to original elements in the early 1980s. During this period of time, the General Plan elements were developed and/or amended incrementally and the overall General Plan lacked an overall vision and continuity. The Land Use and Circulation Elements were last updated in 1989 to address new circumstances and more recent changes to State law. The Housing Element was updated in 1990 for the same reasons.

The real effectiveness of a City's General Plan is contingent upon the practical applicability of the Plan to changing priorities and conditions. Monitoring and reevaluating the validity of the General Plan policies and periodically amending the Plan is essential. A comprehensive update of the Plan should be undertaken every five years to ensure that the Plan accurately reflects the City policies, conforms to any changes in State law, reflects current court decisions, and provides an integrated and internally consistent set of goals and policies designed to reflect the changing characteristics and growth of the community. To this end, the Brawley City Council authorized a program in January 1992 to undertake a comprehensive update of the General Plan, with the exception of the Housing Element which was updated in 1989 in accordance with the legislated cycle for that element. This element must be updated every five years or in accord with legislative direction.

PURPOSE OF THE GENERAL PLAN

California State law requires each City to adopt a comprehensive, long-term general plan to guide the physical development of the incorporated city and any land outside of the city boundaries which bears a relationship to its planning activities. In essence, a city's general plan serves as the blueprint for future growth and development. As a blueprint for the future, the plan must contain policies and programs designed to provide decision makers with a solid basis for land use related decisions.

The general plan must address many issues which are directly related to and influence land use decisions. In addition to land use, State law requires that the plan address circulation, housing, the conservation of natural resources, the preservation of open space, the noise environment, and the protection of public safety (Section 65302 of the California Government Code). These issues are to be discussed to the extent that they apply to a particular jurisdiction. The general plan may also cover topics of special or unique interest to a city, such as growth management and economic development.

ORGANIZATION OF THE GENERAL PLAN

The Brawley General Plan has been prepared in accordance with the requirements of State law and addresses all issues and topics required. The Plan represents a determined effort to examine and synthesize trends which make Brawley the city it is today. Even more importantly, the Plan is intended to direct future growth and development.

The General Plan consists of numerous policy maps, diagrams, and text which set forth the City's long-range goals and policies, standards, and plan programs. The Brawley General Plan is organized into seven elements as follows:

- Land Use
- Infrastructure
- Resource Management
- Open Space/Recreation
- Public Safety/Noise
- Economic Development
- Housing

Table Intro-1 illustrates the relationship between the seven elements of the Brawley General Plan and the seven State-mandated general plan elements.

TABLE INTRO-1
RELATIONSHIP OF BRAWLEY GENERAL PLAN ELEMENTS
TO STATE-MANDATED ELEMENTS

Brawley General Plan Element	State-Mandated General Plan Elements							
	Land Use	Housing	Circulation	Noise	Safety	Conservation	Open Space	Optional
Land Use	X							
Infrastructure			X					
Resource Management						X		
Open Space/ Recreation ⁽¹⁾							X	X
Public Safety/ Noise				X	X			
Economic Development								X
Housing		X						

(1) The Recreation component of this Element is optional.

Supporting Documentation

Several supporting documents were produced during the preparation of the Brawley General Plan, including various technical reports and the General Plan Program Environmental Impact Report (Program EIR). These documents provide substantial background information for the General Plan. The preparation of the General Plan Elements was preceded by the preparation of several technical reports in the subject areas of transportation/circulation, noise, and economic development. Additional technical information regarding development patterns and environmental conditions was obtained from City staff and published documents. The technical information was used to identify important issues and constraints and to guide the formulation of General Plan policy.

The General Plan Program EIR analyzes the potential environmental impacts associated with development of the planning area according to the land use policies and programs contained in the General Plan. The Program EIR will be used to determine when subsequent environmental review is needed for specific development proposals.

Organization and How to Use the Plan

The General Plan contains the Introduction to the General Plan, the seven General Plan elements, the Implementation Program, and the General Plan Glossary.

Each of the six updated General Plan elements is organized according to the following format:

- Introduction
- Summary of Issues
- Goals and Policies
- Element Plan

The Introduction describes the purpose and focus of the element, and also identifies other plans and programs outside of the General Plan that may be used to achieve specific General Plan goals. The Introduction also specifies the relationship of the element to the other elements of the General Plan.

The Summary of Issues section contains a brief analysis of City needs, opportunities, and constraints related to the element. The Summary of Issues is based on input received during the public participation process and on technical information obtained from reports prepared for the General Plan, City staff, and published documents.

The Goals and Policies section presents the City's long-term desires for the subject area of each element and is based on the Summary of Issues. The goals represent the City's general direction for the subject area, and the policies represent specific approaches leading to goal achievement. The goals and policies are arranged by issue or subject.

Each element also contains a Plan section. The plan provides an overview of the City's course of action to implement the identified goals and policies. For example, the Land Use Element contains a "Land Use Plan" which indicates the types and intensities of land use permitted city-wide. The "Infrastructure Plan" of the Infrastructure Element includes a Master Circulation Plan showing streets and intersections to be improved, and addresses improvements to the water, sewer, and drainage systems required to meet the needs of existing and future Brawley residents, farmers, and businesses. Wherever possible, the plans contain illustrative maps, diagrams, and tables.

Following the elements is the Implementation Program which identifies specific actions to achieve the goals and policies identified in each General Plan element. The Implementation Program should be reviewed and updated periodically to help identify specific actions, schedules, responsible parties, and measures to ensure that General Plan policies are implemented.

The Glossary provides a set of definitions for terms used in the General Plan which require clarification and understanding. The organization of the General Plan allows those using the Plan to turn to the section that interests them and to quickly obtain a perspective on the City's policies on the subject. However, those using the General Plan should realize that the Plan policies in the different sections are interrelated and should be viewed comprehensively. Since Plan policies are presented as both written statements and policy maps, both text and policy maps must be referred to when making planning decisions.

The General Plan is not a zoning ordinance or map. The General Plan text and policy maps are intended to provide general, broad direction for long-range planning and should be used as a policy guide only. The Zoning Ordinance or subsequent specific plans, on the other hand, are specific implementation mechanisms which must be consistent with the goals, policies, and standards contained in the General Plan.

PUBLIC PARTICIPATION PROCESS

The public played an important role in the preparation of the General Plan. Because the Plan reflects the community goals and objectives, citizen input was essential in identifying issues and formulating goals. Public participation in the General Plan preparation process occurred through the following methods which assisted City decision makers:

- Issues were identified through a mail survey distributed to approximately 1,600 households and businesses. Approximately 410 completed questionnaires were returned to the City. The questionnaire was divided into 60 questions designed to illicit the respondent's concerns about the City. The issues rated as very important by the respondents include the City's friendly atmosphere, affordability of housing/supply of affordable

housing, poor quality of retail, revitalization of downtown, retention of existing businesses, standards for new development, quality of neighborhood appearance, preservation of neighborhoods, city beautification, quality of city services, traffic, quality of roads, police protection, fire protection and rescue response, and drug education. A complete summary of the survey results is available in the City Planning Department;

- A General Plan Advisory Committee consisting of members of the community assisted with the identification of issues, and the preparation of goals and policies;
- One public "Open House" session was held early in the General Plan process to solicit input for issues identification and goal formulation and a second Open House was conducted to review the Draft General Plan.
- The City staff met with various community organizations, such as the Brawley Economic Development Commission, and individual members of the community to discuss General Plan issues and concerns;
- The public had opportunities to address decision makers directly regarding issues, concerns, and desires at Planning Commission meetings and Joint City Council/Planning Commission General Plan Workshops, both prior to preparation and during review of the Preliminary Draft General Plan; and
- The Draft General Plan and supporting documents were circulated for public review and comments were taken during public hearings held before the City's Planning Commission and City Council.

LAND USE ELEMENT

CITY OF BRAWLEY
GENERAL PLAN

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LAND USE ELEMENT

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GENERAL PLAN

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INTRODUCTION TO THE LAND USE ELEMENT

Land use is one of the most important factors affecting the future of Brawley and the achievement of long-term community goals. The Land Use Element identifies how land will be used in the future -- for agricultural, residential, industrial, commercial, public and open space purposes. The Element describes desired long-range changes and enhancements in the mixture of land uses within the community that are designed to guide future growth and development. The plan for future land use also serves as a foundation for the provision of infrastructure to support growth, and improve the overall environmental and economic conditions in the community.

The Land Use Element includes the following actions designed to enhance or improve the use of land in Brawley:

- Maintain a land use plan that provides a balance of land uses so that: people can live, work and recreate in the community; future land use decisions are based on sound, comprehensive planning; and necessary public services are provided.
- Provide for compatible and complementary future development;
- Revitalize older development in need of rehabilitation or replacement;
- Improve the physical appearance of the community;
- Promote economic expansion and diversification;
- Coordinate public facilities and services with development; and
- Conserve agricultural land and open space.

PURPOSE OF THE LAND USE ELEMENT

The purpose of the Land Use Element is to identify the general distribution, location, and extent of the uses of land within the community for agriculture, residential, industrial, commercial, public and open space purposes.

Through the use of text and diagrams, the Land Use Element establishes clear and logical patterns of land use as well as standards for future development. An important feature of this element is the Land Use Policy Map. This map, Figure LU-1, indicates the location, density and intensity of development for all land uses city-wide. Finally, the goals and policies

contained in this element establish a constitutional framework for future land use planning and decision-making in the City.

SCOPE AND CONTENT OF THE ELEMENT

This Element presents the City's goals and policies regarding land use for the long-term growth, development and revitalization of the City. The Land Use Element contains text describing land use goals and policies, land use descriptions, a Land Use Policy Map and a statistical summary of the land use distribution identified on the policy map.

RELATED PLANS AND PROGRAMS

The scope and content of the Land Use Element are primarily governed by the General Plan Law and Guidelines and the Planning Zoning and Development Laws for the State. In addition, there are a number of other plans and programs that are considered in the formulation, adoption and implementation of land use policy. Relevant plans and programs are described below.

The land use categories described in the Land Use Plan section of this element indicate general categories of permissible uses and development intensities allowed within each category. Other documents, including the zoning ordinance, specific plans, and redevelopment plans, establish more specific policies and regulations influencing development.

In addition to locally adopted plans and regulations which focus on issues confronting an individual jurisdiction, a number of regional plans affect the City. Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air quality have resulted in the adoption of regional plans which affect Brawley. Relevant regional plans are discussed briefly in the following paragraphs to indicate the relationship of the plans to this General Plan.

City of Brawley Zoning Ordinance

The City's adopted Zoning Ordinance classifies areas within Brawley in which specific regulations apply, such as density, height, size, use, and development character. The Ordinance consists of zoning which delineates the boundaries of use areas; and text which explains the purpose of the areas, specifies permitted and conditional uses, and establishes development and performance standards.

The City intends to adopt a revised Zoning Ordinance, following adoption of the General Plan Land Use Element update. The revised Zoning Ordinance will serve as the primary implementation tool for the Land Use Element and

the goals and policies it contains. A revised Zoning Map, consistent with the General Plan Land Use Policy Map, will also be adopted to identify the zoning categories applied to each parcel of land within the City. Together, the Zoning Ordinance and Map are used to identify the specific types of use, intensity and development standards applicable to given parcels and areas of land.

Regional Plans

The Southern California Association of Governments (SCAG) is responsible for much of the regional planning in this area of Southern California. SCAG has been preparing long range growth and development plans for the Southern California region since the early 1970s as part of the ongoing Development Guide Program. This program provides a framework for coordinating local and regional decisions regarding future growth and development. An important component of this process is the preparation of growth forecast policies at intervals ranging from three to five years.

The adopted growth forecast policies become the basis for SCAG's functional plans (transportation, housing, air and water) for the region. The population totals and growth distribution are used in planning the future capacity of highways and transit systems, quantity and location of housing, water supply, and siting and sizing of sewage treatment systems.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Brawley General Plan contains seven elements. Each element examines a specific issue area, such as land use, resource management, or infrastructure. Despite the subject division, each element's content partially overlaps with other elements. The relationship between the Land Use, Infrastructure, Resource Management, Open Space/Recreation, Public Safety/Noise, Economic Development, and Housing Elements is described below.

The Brawley Land Use Element sets forth regulations, such as intensity standards, as required by State Planning Law, to specify permitted levels of residential, commercial, and industrial intensities. By defining the extent and density of future residential development in Brawley, the Land Use and Housing Elements jointly work to meet the community's share of housing needs. The Land Use Element also works together with the Economic Development Element by identifying land that is suitable for commercial and industrial activities.

The Land Use Element is coordinated with the Infrastructure and Open Space/Recreation Elements. As development occurs, additional services and facilities will be needed to accommodate the population growth. Improvements to a City's transportation network and recreation facilities are examples of some of the improvements that will need to occur. The Infrastructure and Open Space/Recreation Elements discuss opportunities,

deficiencies and improvement needs which correspond to the development permitted within the Land Use Element.

Policies and implementation measures contained in the Land Use Element are partially derived from health and safety issues identified in the Resource Management, Open Space/Recreation, Public Safety/Noise, and Infrastructure Elements. As an example, areas not suitable for development due to flood potential are identified in the Infrastructure and Public Safety/Noise Elements.

LAND USE ISSUES

The Land Use Element will establish policy which is reflected in all the other General Plan elements. The following land use issues have been identified in Brawley and are addressed in the goals and policies which follow.

BALANCED DEVELOPMENT

- Overall planning for the Imperial Valley County affects land use planning and policy in Brawley.
- Pressures exist to convert non-urban land to urban use (for example, conversion of agricultural land to residential use).
- A mixture of housing types and land available for a range of residential density is necessary to accommodate all socio-economic levels.

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

- Different land uses have characteristics that may be incompatible with one another (for example, noise associated with industrial use may affect nearby residential areas).
- Conversion of agricultural lands to urban uses may hinder remaining agricultural activity on adjacent land.
- New development may modify public vistas of the surrounding landscape, and other important viewsheds.

REVITALIZATION OF OLDER COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL USES AND PROPERTIES

- Revitalization of older existing residential and non-residential areas is necessary to maintain the quality of life in the community.
- Brawley contains some historically and architecturally significant structures whose maintenance and preservation is important to the heritage of the community.
- Revitalization of the downtown business district is necessary to preserve community character and stabilize the City's economic base.

IMPROVED CITY-WIDE URBAN DESIGN

- Although Brawley has many individual assets, the City needs to develop an integrated overall image that clearly connects the best parts of the community.
- The character of the existing downtown business district reflects the early character of the community, and should be maintained and enhanced.

ECONOMIC EXPANSION AND DIVERSIFICATION

- In order to create a better jobs/housing balance, efficient utilization of commercial and industrial designated properties is crucial.
- Economic diversification and the attraction of employment- and revenue-generating businesses is necessary for the long-term stability of the community (industrial and commercial development).

DEVELOPMENT COORDINATED WITH PUBLIC FACILITIES AND SERVICES

- As new development continues to occur in Brawley and existing uses intensify, it will be necessary to ensure adequate public facilities and services - such as fire and police protection, flood control, water and sewer service, educational and recreational opportunities - are available to accommodate future development.
- The availability and provision of City services is a major factor in determining where and when new growth can occur (City services include water, sewer, police, fire, streets, etc.).
- Adequate open space and recreational area are important considerations when planning to accommodate new growth.
- New school and park facilities should share land when feasible and when the time frame for development is within three (3) years.
- Development in the County-designated Urban Area surrounding the City will require the extension of City infrastructure and provision of public service.

CONSERVATION OF AGRICULTURAL LANDS AND OPEN SPACE

- Pressures exist to convert agricultural lands and open space to urban uses.
- The preservation of local and regional agricultural production and business is important to stabilize the Brawley economic base.

LAND USE

GOALS AND POLICIES

The goals and policies contained in this element address preservation of major areas of the City, revitalization of others, and guidance of new development in those portions of the City presently undeveloped. The following goals and policies and implementation measures focus on maintaining a balance between residential, commercial and industrial land use, promoting high quality development and minimizing existing and potential land use conflicts.

BALANCED DEVELOPMENT

A well-balanced community provides a broad range of housing, employment, institutional, recreational, and cultural activities for its residents. Through designation of a range of uses, the City can achieve a balance of housing, which meets the housing needs of all income groups, a stable employment and tax base, and suitable recreational opportunities.

GOAL 1: Provide for a well balanced land use pattern that accommodates existing and future needs for housing, commercial and industrial land, open space, agricultural land, and community facilities and services, while maintaining a healthy, diversified economy adequate to provide future City services.

Policy 1.1: Preserve the quality of Brawley's existing low-density single-family neighborhoods while permitting compatible multi-family development to meet community housing needs where best suited from the standpoint of current development, accessibility, transportation and facilities.

Policy 1.2: Provide for and encourage the development of neighborhood-serving commercial uses in areas of Brawley presently under served by such uses. Encourage the integration of retail or service commercial uses on the street level of office projects. Neighborhood-serving commercial centers should primarily provide convenience goods and services and be consistent with the scale of the surrounding neighborhood.

Policy 1.3: Facilitate the development of vacant and under utilized highway parcels with commercial uses where appropriate and compatible with surrounding uses to capitalize on their highway access and visibility.

Policy 1.4: Support modification of present City boundaries in unincorporated areas within the City of Brawley's sphere of influence where they are irregular and create inefficiencies.

Policy 1.5: Encourage in-fill of previously by-passed parcels in areas already predominately developed.

Policy 1.6: Ensure an adequate supply of commercial and industrial land for potential commercial and industrial expansion and development.

Policy 1.7: As part of the City's attraction to business and industry, designate adequate residential land to house future employees.

Policy 1.8: Consider incentives (such as waiver of fees or expedited permit processing) to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development and redevelopment if a positive fiscal impact will be experienced by the City as a result of said project.

Policy 1.9: Provide development of light industrial and business park uses under strict performance development standards. Encourage industrial and business parks as the preferred method of accommodating industrial growth.

Policy 1.10: Ensure that the distribution and intensity of land uses are consistent with the Land Use Plan and classification system contained in the Land Use Element.

Policy 1.11: Where feasible, increase the amount and network of public and private open space and recreational facilities which will be adequate in size and location to be useable for active or passive recreation as well as for visual relief.

Policy 1.12: Maintain sufficient flexibility in the types of uses allowed in commercially designated areas to address changes in market conditions and to encourage competition.

Policy 1.13: Attempt to establish a regional shopping center within the Brawley planning area.

GOAL 2: Ensure that future land use decisions are the result of sound and comprehensive planning.

Policy 2.1: Consider all General Plan goals and policies, including those in other General Plan elements, in evaluating proposed development projects for General Plan consistency.

Policy 2.2: Maintain consistency between the Land Use Element, Zoning Ordinances, and other City Ordinances, regulations and standards.

Policy 2.3: Endeavor to promote public interest in, and understanding of, the General Plan and regulations relating to it.

Policy 2.4: Encourage citizen participation in planning and development of land use programs.

Policy 2.5: Foster inter-governmental cooperation and coordination in order to maximize the effectiveness of land use policies.

GOAL 3: Coordinate with other federal, state, and local public agencies and other community-oriented organizations to ensure that services to the public are effectively provided.

Policy 3.1: Participate in established networks of public organizations, such as League of Cities, the Community Redevelopment Association, and others to address problems affecting public organizations.

Policy 3.2: Establish and maintain close contact with community-based organizations within the City to encourage coordinated approaches to address important issues and problems.

Policy 3.3: Maintain close coordination with the County of Imperial, the Southern California Association of Governments, and federal agencies on issues affecting the future of the Imperial Valley.

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

A range of land uses enables a community to provide housing, employment, and recreation opportunities. However, many land uses are incompatible, such as residential and industrial development, due to the differences in traffic and noise levels, physical scale, and hours of operation. The following goals and policies establish guidelines for the relationship of land uses to ensure their compatibility.

GOAL 4: Ensure that new development is compatible with surrounding land uses in the community and in adjacent unincorporated areas, the City's circulation network, availability of public facilities, existing development constraints and the City's unique characteristics and resources.

Policy 4.1: Coordinate and monitor the impact and intensity of land uses in adjacent jurisdictions on Brawley's transportation and circulation systems so that they are able to provide for the efficient movement of people and goods with the least interference.

Policy 4.2: Locate major commercial uses in areas that are easily accessible to major transportation facilities.

Policy 4.3: Regulate development in identifiable hazardous areas or in areas that are environmentally sensitive.

Policy 4.4: Encourage the preservation and enhancement of public vistas, particularly those seen from public places.

Policy 4.5: Encourage consolidation of parking and reciprocal access agreements among adjacent businesses.

Policy 4.6: For mixed-use development, ensure that parcels of adequate size are used.

GOAL 5: Assure a safe, healthy and aesthetically pleasing community for residents and businesses.

Policy 5.1: Mitigate traffic congestion and unacceptable levels of noise, odors, dust and light and glare which affect residential areas and sensitive receptors.

Policy 5.2: Ensure a sensitive transition between commercial or industrial uses and residential uses by means of such techniques as buffering, landscaping and setbacks.

Policy 5.3: Where mixed uses are permitted, ensure compatible integration of adjacent uses to minimize conflicts.

Policy 5.4: Encourage the elimination of non-conforming land uses and non-conforming buildings.

Policy 5.5: Ensure adequate monitoring of those uses which involve hazardous materials to avoid industrial accidents, chemical spills, fires and explosions.

Policy 5.6: Maintain and enhance the quality of healthy residential neighborhoods, and safeguard neighborhoods from intrusion by non-conforming and disruptive uses.

GOAL 6: Ensure development in the County-designated Urban Area that surrounds the City is compatible with existing and planned City land uses.

Policy 6.1: Identify appropriate uses for the Urban Area and discuss potential development strategies with the County Planning Department.

Policy 6.2: Review all applications for development in the Urban Area and recommend revisions required to ensure all development complies with the City of Brawley rules and regulations.

REVITALIZATION OF OLDER COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL USES AND PROPERTIES

Development is primarily in good physical condition in Brawley, however a number of residential and commercial structures are in need of rehabilitation or replacement.

GOAL 7: Revitalize older commercial, industrial and residential uses and properties.

Policy 7.1: Encourage and continue the use of redevelopment activities, including the provision of incentives for private development, joint public-private partnerships, and public improvements in the redevelopment project areas.

Policy 7.2: Encourage the rehabilitation of existing commercial arcades and signage.

Policy 7.3: Continue to provide rehabilitation assistance in targeted residential neighborhoods to eliminate code violations and enable the upgrading of residential properties.

Policy 7.4: Encourage the restoration and rehabilitation of properties in Brawley eligible for inclusion on the National Register of Historic Places according to the rehabilitation guidelines and tax incentives of the National Trust for Historic Preservation.

Policy 7.5: Promote vigorous enforcement of City codes, including building, zoning, and health and safety, to promote building and property maintenance.

Policy 7.6: Continue the graffiti removal program to facilitate prompt removal of graffiti on private and public property.

Policy 7.7: Establish incentives to improve edge conditions and buffers between older residential neighborhoods and adjacent highway edges and commercial and industrial uses.

Policy 7.8: Re-establish the Brawley Central Business District as a major regional shopping, marketing, and office/commercial area for north Imperial County.

Policy 7.9: Encourage mixed-use of commercial and residential uses within the Central Business District.

IMPROVED CITY-WIDE URBAN DESIGN

Urban design influences how residents and visitors perceive a community. Many factors contribute to a City's design, including compatibility of

development, transitions between land uses, streetscape, and landscaping. The following goal and policies provide policy direction for Brawley to attain a quality urban environment.

GOAL 8: Improve urban design in Brawley to ensure development that is both architecturally and functionally compatible.

Policy 8.1: Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, bicycle trails (where feasible) and public identity graphics along major street corridors.

Policy 8.2: Encourage and promote high quality design and physical appearance in all development projects.

Policy 8.3: Improve the image of major highways through the use of landscaping, lighting, graphics and/or streetscape treatments.

Policy 8.4: Preserve and enhance the City's special residential character and "small town" quality by encouraging and maintaining Brawley's low density residential neighborhoods through enforcement of existing land use and property development standards and the harmonious blending of buildings and landscape.

Policy 8.5: Preserve historically significant structures and sites, and encourage the conservation and rehabilitation of older buildings, sites and neighborhoods that contribute to the City's historic character.

Policy 8.6: Improve the overall quality of Brawley's multi-family neighborhoods through: a) improved buffers between multi-family residences and adjacent highway edges, commercial and industrial uses; b) provision of usable private and common open space in multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.

Policy 8.7: Emphasize the Civic Center area as the focal point of community, civic, cultural and recreational activities.

Policy 8.8: Wherever possible, create an "office park" or "campus-like" environment for industrial and business park developments.

Policy 8.9: Upgrade the visual quality of edge conditions between industrial and residential uses through street tree planting and on-site landscaping.

Policy 8.10: Reinforce Brawley's image and community identity within the greater Imperial County area.

Policy 8.11: Review and revise, as necessary, the City's development standards to improve the quality of new development in the City and to protect the public health and safety.

Policy 8.12: Develop and implement design guidelines for the downtown business district.

Policy 8.13: Encourage the undergrounding of utility lines in the central business district and urban area.

ECONOMIC EXPANSION AND DIVERSIFICATION

The current and future business community can benefit from existing and planned highway and railway access and orientation. The availability of large undeveloped lands located adjacent to planned transportation links provides opportunities for expanded viable tax generating businesses.

GOAL 9: Promote expansion of the City's economic base and diversification of economic activity.

Policy 9.1: Broaden the City's tax base by attracting businesses which will contribute to the City's economic growth and employment opportunities while ensuring compatibility with other General Plan goals and policies.

Policy 9.2: Coordinate efforts between the City's Chamber of Commerce and Economic Development Commission to actively market Brawley to prospective industries.

Policy 9.3: Inventory the available resources which lend themselves to attracting business.

GOAL 10: Provide for an adequate amount of industrial land use to serve the needs of Brawley residents to the year 2010, providing a full range of industrial activity and employment opportunities for City residents.

Policy 10.1: Establish standards for the location of industrial areas within the City of Brawley.

Policy 10.2: Encourage industrial development in areas that have readily available rail and truck access.

Policy 10.3: Permit agriculturally related industrial land uses to be located in the Brawley Industrial Park.

Policy 10.4: Maintain sufficient flexibility in the types of uses allowed in industrially designated areas, provided these uses are environmentally safe and do not endanger the surrounding population.

DEVELOPMENT COORDINATED WITH PUBLIC FACILITIES AND SERVICES

As Brawley matures, additional demands will be placed on public facilities, such as streets, water lines, sewer lines, and services, such as police, fire and recreation and others. Infrastructure systems not currently capable of accommodating projected growth areas will need to be upgraded to support new development. Replacement of aging portions of the system also needs to occur in the future to maintain quality service. Continued demand for these facilities and services requires adequate planning for financing of future improvements to ensure the quality of life is maintained or improved in the future.

GOAL 11: Ensure that necessary public facilities and services are available to accommodate development proposed on the Land Use Policy Map.

Policy 11.1: Encourage within economic capabilities, a wide range of accessible public facilities and community services including fire and police protection, flood control and drainage, educational, cultural and recreational opportunities and other governmental and municipal services.

Policy 11.2: Define needs and deficiencies that are within the City's sphere of responsibility, and introduce priority projects into the City's budget process.

Policy 11.3: Coordinate and collaborate with other agencies providing public utility service to Brawley to define area wide and regional needs, projects and responsibilities.

Policy 11.4: Coordinate the construction of all public utilities to minimize disruption of vehicular traffic and negative impacts on roadways.

Policy 11.5: Continue to make incremental improvements to the flood control and drainage system.

Policy 11.6: Encourage planned improvements to electricity, natural gas, and communication service systems.

Policy 11.7: To ensure an orderly extension of essential services and facilities, and preservation of a free-flowing circulation system, continue to require provision of essential facilities and services at the developer's expense where these systems do not exist or are not already part of the City's financed capital improvement program.

Policy 11.8: Maintain and improve, where necessary, the City's infrastructure and facilities.

Policy 11.9: Concentrate government legislative and administrative offices in or near the central business district to facilitate public access, public interaction among City agencies, and interaction among agency staff.

Policy 11.10: Establish a paramedical rescue unit/fire station to serve the area of the City east of the railroad tracks.

Policy 11.11: Include standards for storm drains, sewer lines, and water lines in the City's Subdivision Ordinance.

Policy 11.12: Coordinate the extension of infrastructure and the provision of public services to development in the Urban Area.

Policy 11.13: Encourage "joint use" facilities for future parks and schools.

Policy 11.14: Require school districts requesting development mitigation to establish use standards and determine facility capacities and student generation yield rates so that the need for new facilities can be projected in advance of development.

Policy 11.15: Require school districts and other public agencies requesting development mitigation to identify current areas of the City which are inadequately served by their facilities and services or which may be inadequately serviced in the future.

Policy 11.16: Encourage the City, school districts and other public agencies to seek ways to reduce facility costs and to use alternative financing sources in order to encourage and accommodate new development.

Policy 11.17: Encourage the use of assessment districts, Mello-Roos districts, and other techniques for financing improvements serving existing and new development.

Policy 11.18: Encourage the Brawley School District and the Brawley Union High School District to seek additional and alternative funding for their capital outlay needs as a means of reducing the level of development fee exactions found by the districts.

Policy 11.19: Ensure the orderly construction of adequate permanent school facilities within the jurisdictions of the Brawley School District and the Brawley Union High School District in order to house students generated from new development.

Policy 11.20: The City shall assist in coordinating school facility planning and siting efforts with local school districts and developers.

Policy 11.21: The City shall work closely with school authorities regarding funding mechanisms for new school facilities or to allow school districts to negotiate with project developers to minimize project impacts on the school districts.

CONSERVATION OF AGRICULTURAL LANDS AND OPEN SPACE

Agricultural lands outside Brawley's urban limits are considered prime farmland or farmland of state-wide importance. Open space lands within the City include public parks, school grounds, the New River, and open space corridors.

GOAL 12: Identify and encourage conservation of prime agricultural lands adjacent to the City of Brawley.

Policy 12.1: Include a soils capability map in the General Plan showing the classifications of soils in and around the City and their value for agricultural uses.

Policy 12.2: Restrict uses on agriculturally designated land to agricultural uses, accessory uses, and appropriate conditional uses, where feasible, recognizing that the City could not substantially grow without removing some agricultural land from production.

Policy 12.3: Establish regulations to reduce conflicts between agricultural and adjacent or nearby non-agricultural uses resulting from the use of agricultural machinery, agricultural product or by-product processing, pest control techniques, etc., which does not conflict with the County's Right to Farm Ordinance.

Policy 12.4: Rezone non-urban reserve agricultural land for non-agricultural uses only after urban reserve lands have been developed. Agricultural lands should be developed only as a means of providing needed urban development land for City growth needs and to allow for a minimum five-year supply of developable land.

GOAL 13: Designate appropriate locations and adequate acreage for non-agricultural open spaces.

Policy 13.1: Encourage common open space areas in planned developments (PDs).

Policy 13.2: Require new common open space areas in planned developments and new residential subdivisions to be privately maintained.

Policy 13.3: Public open spaces should be developed for multiple purposes to the extent that is economically, physically, and

environmentally practical. Active recreation, wildlife habitat, and passive recreation are examples of such open space uses.

RELATED GOALS AND POLICIES

The goals and policies described in the Land Use Element are related to and support subjects included within other General Plan Elements. In turn, many goals and policies from the other Elements directly or indirectly support the goals and policies of the Land Use Element. These supporting goals and policies are identified in Table LU-1.

**TABLE LU-1
LAND USE
RELATED GOALS AND POLICIES BY ELEMENT**

Land Use Issue Area	Related Goals and Policies by Element						
	Land Use	Infra-structure	Resource Management	Open Space/ Recreation	Public Safety/ Noise	Economic Development	Housing
Balanced Development		1.1, 4.4, 5.4, 8.3	2.10, 2.11		1.1, 10.3	1.3, 3.6, 3.8, 3.9, 5.1, 5.2, 5.3, 7.1, 7.2	3, 10, 12, 13
Compatible and Complementary Development		1.13, 2.1	1.3, 1.4, 13.2, 13.5, 13.6	2.1	1.6, 3.3, 3.12, 7.1, 7.2, 8.1, 8.2, 8.3, 8.7, 10.1, 10.4, 10.8		
Revitalization of Older Commercial, Industrial, and Residential Uses and Properties						3.5, 3.7, 6.1, 6.4	4, 5, 6
Improved City-wide Urban Design		1.12, 1.14, 3.5, 3.6, 14.3, 14.4	1.5, 6.6, 6.15, 6.16, 10.1	4.1, 7.2		3.3, 3.4, 6.3, 6.5	
Economic Expansion and Diversification						1.2, 1.5	
Development Coordinated with Public Facilities and Services		1.3, 1.6, 1.15, 1.23, 9.2, 10.1, 13.1, 14.1, 16.1	8.5			2.1	
Conservation of Agricultural Land and Open Space			5.1, 5.2, 5.3, 6.11, 6.13, 6.14, 7.1, 7.2, 13.1	3.1, 3.2, 4.1-4.10, 5.1, 5.2, 8.6	1.7, 2.10, 7.4		

LAND USE PLAN

The pattern of land use in Brawley and the standards for future development are defined in this Element. The Land Use Policy Map illustrates land use types and distribution. The text describes the types and intensities of uses permitted within each land use designation depicted on the Policy Map. Figure LU-1 shows the Land Use Policy Map for the entire Brawley planning area.

LAND USE POLICY CONSIDERATIONS

A wide range of natural and man-made environmental factors are considered in formulating land use policy. Areas of special environmental significance, potential safety hazards, limitations of existing infrastructure, the need for economic development, and the nature and character of existing development all have influence on land use policy.

LAND USE DESIGNATIONS

Land use designations identify the type and nature of development allowed in a particular location. State General Plan Law requires clear and concise description of the land use categories depicted on the Land Use Policy Map. These descriptions are provided under the heading "Land Use Classification".

The Brawley Land Use Element identifies nine land use designations. The three Residential designations allow for a range of housing types and density. The Commercial and Industrial designations are provided to accommodate and encourage a range of revenue and job-generating businesses. The Public Facility and Open Space designations are intended, respectively, to protect public lands and private lands for necessary public services and open space uses. The agricultural designation provides for the continuing agricultural activities outside the Brawley urban area. The Transportation Corridor designation provides for current and future circulation needs within the planning area.

Land Use Intensity/Density

The Land Use Element uses urban planning terminology to define the ten land use designations. The term "density" is used for residential uses and refers to the population and development capacity of residential land. Density is described in terms of dwelling units per net acre of land (du/net ac). For example, 50 dwelling units occupying 10 net acres of land is 5.0 du/net ac. Development "intensity", which applies to non-residential uses, refers to the extent of development on a lot - the total building square footage, building height, the floor area ratio, and/or the percent of lot coverage. Intensity is often used to describe non-residential development

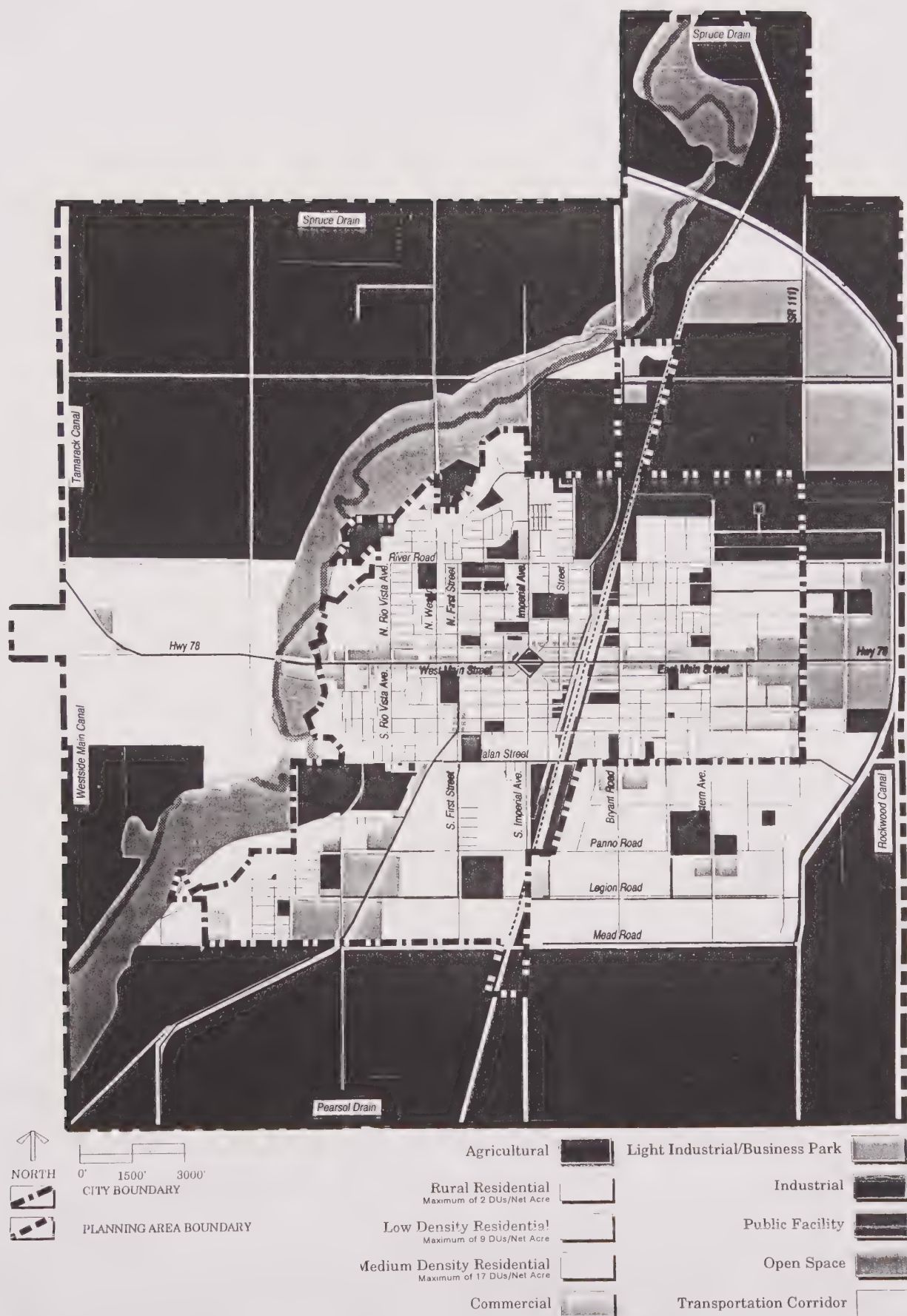


Figure LU-1
Land Use Policy Map

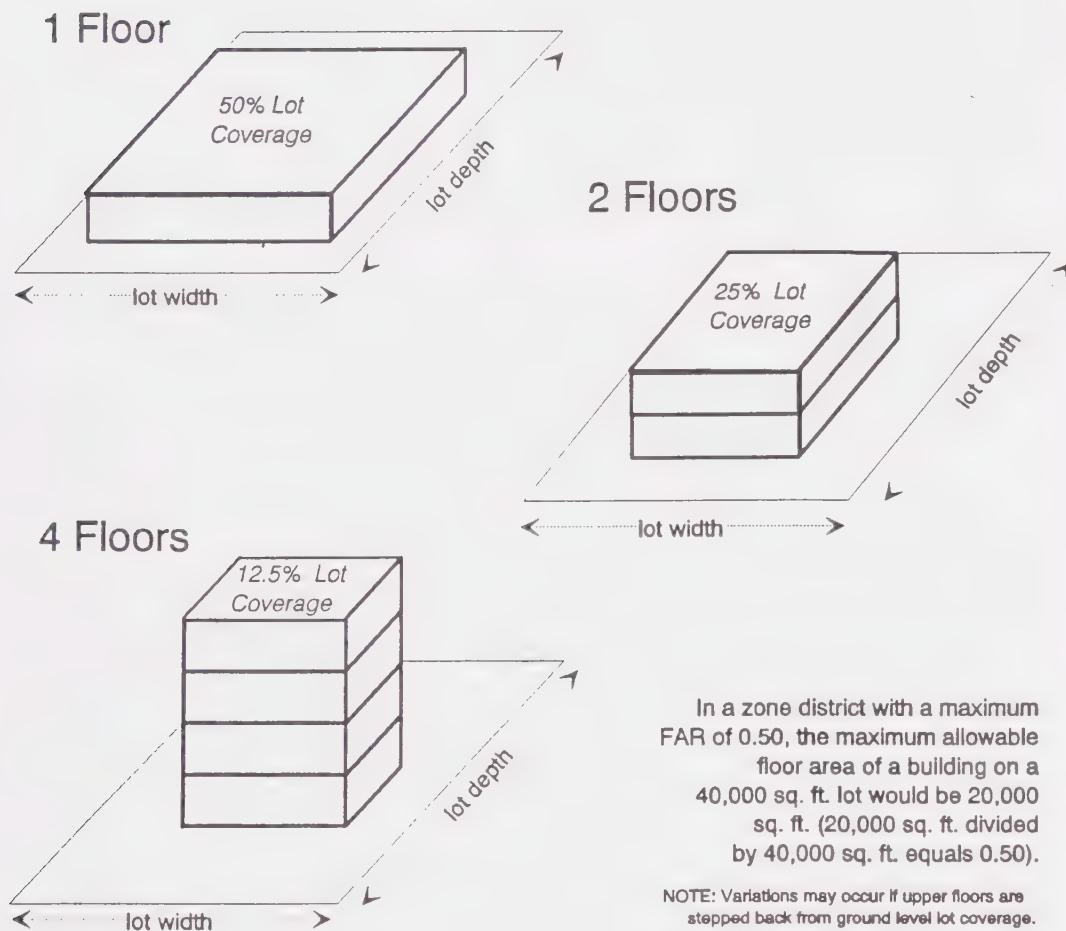


levels, but in a broader sense, is used to express overall levels of all development types.

Floor area ratio (FAR) represents the ratio between the total gross floor area of all buildings on a lot and the total area of that lot. FAR is determined by dividing the gross floor area of all buildings on a lot by the area of that lot. For example, a 20,000 square foot building on a 40,000 square foot lot yields a FAR of 0.50:1, as illustrated in Figure LU-2. The FAR controls use intensity on a lot. A 0.50 FAR allows a single story building which covers most of the lot, a two-story building with reduced lot coverage, or a three- or more story building with substantially reduced coverage of the lot.

State General Plan law requires that the Land Use Element indicate the maximum intensities/densities permitted within the Land Use Plan. The land use designations shown on the Land Use Plan Policy Map are described in detail in this Element. Table LU-2 lists each of the land use designations shown on the Land Use Plan and provides a corresponding indication of maximum intensity/density of development. Maximum allowable development on individual parcels of land is to be governed by these measures of intensity or density. The table also includes the expected or effective overall levels of development within each land use designation within the planning area. These effective levels of development represent an anticipated intensity/density and are, therefore, less than the absolute maximum allowed for an individual parcel of land. For various reasons, many parcels in the City have not been developed to their maximum intensity/density and, in the future, maximum development as described in this Element can be expected to occur only on a limited number of parcels.

Future development on a city-wide basis is expected to occur at the effective level of intensity/density stated in Table LU-2. Development at an intensity or density between the effective and maximum levels can occur only where projects offer exceptional design quality or important public amenities or benefits above the standards required by the City's Zoning Ordinance and other regulatory documents. For the residential land use designations, projects are expected to build to a density at least as high as the lowest density allowed by their respective designations.



<p>Floor Area Ratio (FAR) =</p> $\frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$

Figure LU-2
Possible Building Configurations
for 0.50 Floor Area Ratio (FAR)

**TABLE LU-2
DEVELOPMENT DENSITY/INTENSITY STANDARDS**

MAJOR LAND USE DESIGNATIONS	MAXIMUM DWELLING UNITS PER NET ACRE (a)	EFFECTIVE DWELLING UNITS PER NET ACRE (b)
AGRICULTURAL	0.025	0.025
RURAL RESIDENTIAL	2	1.2
LOW DENSITY RESIDENTIAL	9	5.5
MEDIUM DENSITY RESIDENTIAL	17	13.0
	MAXIMUM FLOOR AREA RATIO (a)	AVERAGE FLOOR AREA RATIO (b)
COMMERCIAL	0.6:1	0.3:1
LIGHT INDUSTRIAL/ BUSINESS PARK	0.7:1	0.4:1
INDUSTRIAL	0.7:1	0.4:1
PUBLIC FACILITY	0.8:1	0.2:1
OPEN SPACE	0.25:1	0.01:1
TRANSPORTATION CORRIDOR	-	-

- (a) Maximum allowable level of development standard for individual parcels.
- (b) Assumed overall standard level of development. Since the development which has occurred to date has not reached the maximum allowed level of density or intensity, future development is expected to be less than the maximum. Therefore, an effective level of density/intensity is used when projecting total future dwelling units/population for residential development and future square footage for non-residential development where floor area is used as a measurement of building intensity.

All land in the Planning Area is assigned one of the ten use designations described below:

Agricultural Designation

Agricultural - This agricultural land use designation provides for the continuation of agricultural production and related industries including aquaculture (fish farms), ranging from light to heavy agriculture. Packing and processing of agricultural products may also be allowed in certain areas, and other uses necessary or supportive of agriculture. Residential uses, when subordinate to agricultural uses shall not exceed a maximum density of 1 single family dwelling unit per 40 acres of land or per legal lot.

Residential Designations

Rural Residential - This residential land use designation provides for predominantly low density residential areas, recreational lands, and the continuation of agriculture, in areas where it is desirable to retain a rural lifestyle, characterized by large lots and/or in areas where public water and sewer service is presently limited or non-existent. Permitted development within this designation is contingent upon the availability of infrastructure and public services. This designation will permit the construction of as many as two detached single family dwellings per net acre of land. Other uses such as churches, schools, and child-care facilities, which are determined to be compatible with and oriented toward serving the needs of very low density single family dwellings, are also allowed. Recreational vehicle parks are allowed, subject to a conditional use permit.

Low Density Residential - This residential land use designation provides for the development of low density detached and attached single family dwelling units including either detached or attached (zero lot line) single family units and mobile homes. Up to two dwelling units per lot or parcel are permitted. This designation will permit the construction of as many as nine detached or attached single family dwelling units per net acre of land. Other uses such as churches, schools, and child-care facilities, which are determined to be compatible with and oriented toward serving the needs of low density detached and attached single family dwelling units, are also permitted.

Medium Density Residential - This residential land use designation provides for the development of medium density detached and attached dwellings (duplexes, triplexes, condominiums, townhomes). This designation will permit the construction of as many as 17 detached or attached dwelling units per net acre of land. Other uses such as churches, schools, child-care facilities, mobile home parks, and recreational vehicle parks, which are determined to be compatible with and oriented toward serving the needs of these residential uses are also permitted.

Commercial Designation

Commercial - Commercial activities within this designation include retail, professional office, and service-oriented business activities serving the city-wide population. Commercial uses include small scale uses as well as large scale developments such as department stores, discount stores, furniture/appliance outlets, home improvement centers, entertainment centers, subregional and regional shopping centers, professional medical offices, and hospitals. The maximum intensity of development permitted in this category is a floor area ratio of 0.60:1.

Industrial Designations

Light Industrial/Business Park - This designation permits uses which include business/professional offices, light manufacturing, warehouse/distribution, wholesaling, large-scale warehouse retail, service commercial activities, and public uses. Areas are generally served by arterial roadways and freeways, providing automobile and public transit access. These areas are characterized as major employment concentrations. The maximum intensity of development permitted in this designation is a floor area ratio of 0.70:1.

Industrial - Industrial uses allowed in this designation include a wide range of manufacturing and non-manufacturing uses ranging from warehouse and distribution facilities to industrial activities. Other permitted uses include light manufacturing, storage, warehousing/distribution, wholesaling, large-scale warehouse retail, automobile dealerships, support commercial services and public uses. Industrial areas are generally served by arterial roadways and freeways, providing automobile and public transit access. These areas are characterized as major employment concentrations. The maximum intensity of development permitted in this category is a floor area ratio of 0.70:1.

Public Facility Designation

Public Facility - This designation includes a wide range of public, quasi-public, and private uses such as Brawley Municipal Airport, school sites, public parklands, government administrative offices and facilities, public facilities, religious institutions, libraries, hospitals, and cultural recreational activities. Active recreation activities allowed include community recreation facilities, equestrian centers, golf courses/driving ranges, indoor/outdoor athletic facilities, and public parklands. Sites owned by public agencies may be combined as joint use facilities with responsibilities for improvement, maintenance, and operations shared by the agencies involved. These uses are distributed throughout the city. The maximum floor area ratio permitted in this category is 0.80:1.

Open Space Designation

Open Space - The Open Space land use designation applies to all passive recreation areas in the City such as the New River Flood Plain. Passive activities include natural preserves, designated open space, museums, or similar cultural centers. The maximum floor area ratio permitted in this category is 0.25:1.

Transportation Designation

Transportation Corridor - The land use designation includes major and primary arterial roadways and railroads.

IMPLICATIONS OF THE LAND USE PLAN

This Element allows development that is consistent with other General Plan goals and objectives. Table LU-3 summarizes the distribution of acreage within each land use designation in the City of Brawley Planning Area.

The Land Use Plan describes the capacity of the City to accommodate development -- housing, population, and non-residential land uses, such as commercial/industrial businesses and public facilities. There are two facets of development capacity. One is "maximum development capacity" which assumes total development of the Plan on all parcels of land at the highest permitted densities/intensities. This total build-out at the maximum permitted density or intensity standard for a land use designation is not expected to occur.

Factors such as environmental constraints, existing land uses, the choice of a builder to build to less than maximum permitted density/intensity all have an impact on the level or intensity of development within a particular land use designation. However, a maximum level of development may occur on individual parcels of land where minimal constraints exist or where a project's exceptional design quality or important public amenities/benefits warrant development at maximum density/intensity.

The second facet of development capacity is referred to as "effective development capacity" which assumes that under realistic circumstances, all development will not be at maximum density or intensity based on appraisal of development constraints in the City which would restrict development to less than that shown by the maximum density/intensity of the Land Use Plan.

Table LU-3 provides a breakdown of land uses within the Brawley Planning Area for purposes of identifying the effective development capacity of Land Use Plan for both dwelling units/population and square footage of non-residential uses. In arriving at effective development capacity for population

**TABLE LU-3
FUTURE LAND USE DENSITY/INTENSITY AND
POPULATION CAPACITY OF THE LAND USE PLAN**

Land Use Designations	Acres	DUs per Acre/ FAR	Dwelling Units	Population (A)	Square Footage (000's)	Percentage of Total Planning Area
		DUs/AC (E)				
Agricultural	6,589	0.025	132	365		42.6%
Rural Residential	823	0-2	790	2,188		5.3%
Low Density	2,030	0-9	8,120	22,492		13.1%
Medium Density Residential	592	10-17	6,157	17,055		3.8%
Total			15,199	42,100 (C)		
		FAR (D)				
Commercial	620	0.30			6,482	4.0%
Light Industrial/ Business Park	440	0.40			6,133	2.9%
Industrial	975	0.40			13,591	6.3%
Public Facility	1,012	0.10			3,527	6.6%
Open Space	1,206	0.01			420	7.8%
Total Non-Residential Square Footage					30,153	
Transportation Corridor	1,182					7.6%
Total	15,469 (B)					100%

(A) Persons per household 2.77 (2010 Forecast) - Housing Needs Assessment 1991.

(B) For purposes of establishing density/intensity by land use designation the gross acreage for residential and non-residential land use is converted to net acreage through a reduction of gross acreage by 20% to account for the land area devoted to roadways.

(C) Density/Intensity shown represents "effective development capacity". Population growth is derived by multiplying the effective permitted units by the average household size.

(D) FAR Floor Area Ratio based on effective development capacity.

(E) DUs/AC Dwelling Units per Acre.

growth and the number of units possible under build-out conditions, the effective permitted units by each specific residential land use designation was multiplied by the average household size estimated for each residential land use designation.

For non-residential uses, the effective level of intensity (the average floor area factor shown in LU-3) was used to determine the level of expected future square footage of development.

The degree to which plan capacity exceeds projected population is referred to as "overage". Some overage is desirable to make allowance for inevitable small pockets of undevelopable land, to allow for difficulty in recognizing development trends in completely vacant areas, to allow for unforeseen need for public utilities, and to recognize that some owners will maintain their land in an undeveloped state beyond the time span of the Plan. The Southern California Association of Governments (SCAG) has recommended that plan capacity not exceed approximately 1.20 to 1.25 times the projected population. The measurement of capacity is accomplished by dividing the difference between maximum population capacity of the plan by the projected population. For the Brawley Planning Area, the maximum population capacity of the Plan is 41,722 and the projected population is 35,404 (Housing Needs Assessment for City of Brawley, 1991) resulting in a capacity of approximately 1.18.

SPECIAL STUDY AREAS

Land Use designations described above define the general types of uses allowed and their corresponding intensities or densities. In addition to these designations, State planning law provides methods and approaches to ensure proper planning for important areas within the City.

The Specific Plan is an important planning tool which can manage development and its associated impacts within areas of the City warranting special attention. Areas within the planning area which may be the focus of future special studies include: (1) North Airport; (2) East Best Road; (3) Southeast Malan; (4) East Highway 86; (5) Downtown Brawley, and (6) West Airport.

Figure LU-3 illustrates the location of the Special Study Areas. The land use composition of each of these areas is shown on the Land Use Policy Map (Figure LU-1). Special Study Areas are intended to permit flexibility in the arrangement of Land Use Policy Map depicted land use designations. Table LU-4 shows acreage of represented land use designations and percent of total land for each subarea with the exception of Area 5 - Downtown Brawley since its boundaries are intended to be flexible and capable of expanding or contracting. Development occurring within these areas is generally expected to meet the overall composition per percentages shown in Table LU-4. While the Land Use Policy map depicts an expected arrangement of land uses for these areas, a large scale specific plan could alter the arrangement

**TABLE LU-4
PLANNED LAND USE ALLOCATION
BY SPECIAL STUDY AREA**

Major Land Use Groupings and Land Use Designations	North Airport		East Best Road		Southeast Malan		East Hwy 86		West Airport	
	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total
Rural Residential	65	7%								
Low Density Residential			53	10%	646	64%	229	46%	23	6%
Medium Density Residential			39	8%	66	7%	112	22%	19	5%
Commercial			175	35%	47	5%	44	9%	11	3%
Light Industrial/Business Park	367	41%								
Industrial	373	42%	101	20%	30	3%			290	78%
Public Facility	50	6%	93	18%	121	12%	61	12%	9	3%
Transportation Corridor	35	4%	45	9%	103	10%	51	10%	19	5%
Total by Subarea	890	100%	506	100%	1,013	100%	497	100%	371	100%

Note: Downtown Brawley is not included in this table because its boundaries are intended to be flexible.

of uses while maintaining the percentages shown in Table LU-4. The table does not include land use percentages for the downtown area since the area has an established land use pattern and since this area is intended to have a less definitive boundary.

GENERAL PLAN/ZONING RELATIONSHIP

The relationship between the Brawley General Plan land use designations and zone districts are listed in Table LU-5. This table indicates how properties citywide should be zoned to be consistent with the land use policy map. The table shows nine of the ten General Plan Land Use categories (Transportation Corridor has been omitted) and the 19 zoning categories.

**TABLE LU-5
GENERAL PLAN/ZONING RELATIONSHIP**

ZONING CATEGORIES

**GENERAL PLAN LAND USE
DESIGNATIONS**

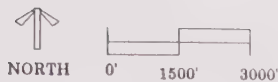
	R-A Residential Agricultural	R-E Residential Estates	R-1 Residential Single Family	R-2 Residential Low Density	MHS Mobilehome Subdivision	R-3 Residential Medium Density	MHP Mobilehome Park	PD Planned Development	C-P Service and Professional	C-1 Neighborhood Commercial	C-2 Medium Commercial	C-3 Heavy Commercial	M-1 Light Manufacturing	M-2 Heavy Manufacturing	R Recreation	P-F Public Facilities	A-1 Light Agriculture
Agricultural																●	●
Rural Residential	●	●						●								●	
Low Density Residential			●	●	●			●								●	
Medium Density Residential				●	●	●	●	●								●	
Commercial								●	●	●	●	●				●	
Industrial								●					●	●		●	
Light Industrial/Business Park								●					●			●	
Open Space								●							●	●	
Public Facilities								●							●	●	

Note: Zoning categories are from existing Zoning Ordinance and may be modified or amended in the future.

RESIDENTIAL LAND USE AMENDMENTS

The Land Use Policy Map identifies planned future land uses. Implementation of the Land Use Policy Map will result in changes to existing and planned land use that will increase the levels of residential development allowed on certain properties in the City. Figure LU-4 identifies those areas on the Land Use Policy Map where the planned land use has been changed from: 1) a lower to higher density residential land use designation; or 2) a non-residential to a residential land use designation.

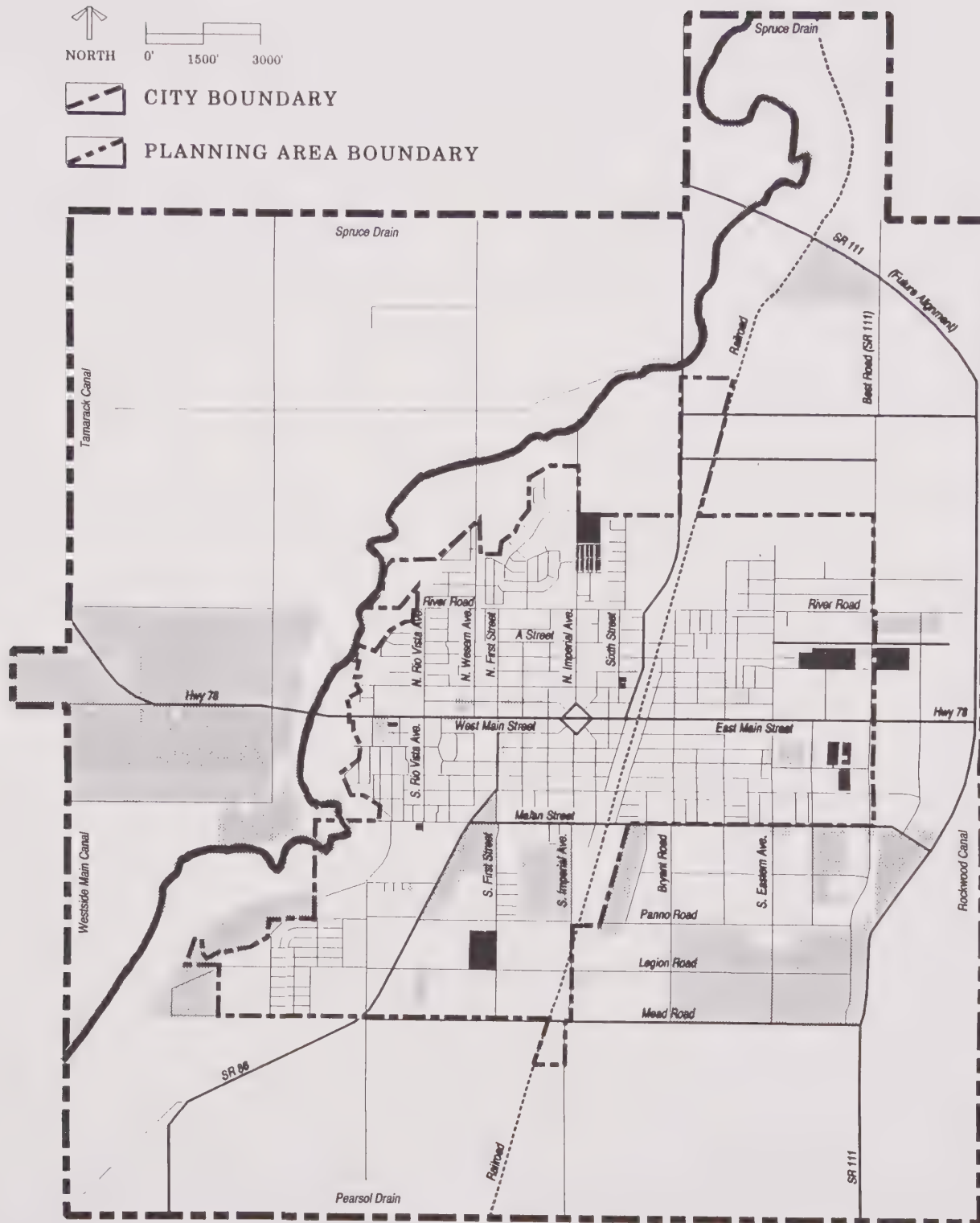
In these two areas, the owners of property will be responsible for compliance with Goal Eleven (11) of the Land Use Element and any other applicable goals/ policies of the General Plan, prior to the City approval of Subdivision maps or other permits for development.



CITY BOUNDARY



PLANNING AREA BOUNDARY



Amendment from lower density residential to higher density residential land use designation



Amendment from non-residential to residential land use designation



INFRASTRUCTURE ELEMENT

CITY OF BRAWLEY

GENERAL PLAN

January 1995

INFRASTRUCTURE ELEMENT

CITY OF BRAWLEY
GENERAL PLAN

January 1995

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INTRODUCTION TO THE INFRASTRUCTURE ELEMENT

Infrastructure is one of the most important factors supporting the future development of Brawley and achieving long-term community goals. Infrastructure includes the circulation system (roadways, sidewalks, trails, and parking areas), the water treatment and distribution system, the sewage treatment and collection system, and the energy system (electricity and natural gas). Public investment in Brawley's infrastructure provides a substantive foundation for accommodating and encouraging future growth and development. By ensuring the provision of necessary infrastructure, the economic and environmental conditions in Brawley will be substantially enhanced.

The Infrastructure Element expresses City intentions to ensure the provision of circulation and utility systems to support future growth, and identifies actions that are necessary to achieve long-range growth goals. The implementing actions are summarized below:

- Establish a roadway classification system with the following hierarchy of roadway types: Expressway, Major Arterial, Secondary Arterial, and Collector;
- Adopt a Level of Service C for all City roadways and implement physical improvements when traffic exceeds this Level of Service;
- Assess proposed development projects for impacts to circulation, water, sewer, and power service and require mitigation measures;
- Promote alternative modes of transportation through appropriate land use planning and development of facilities;
- Prepare and implement a Water Master Plan and a Sewer Master Plan to identify system improvements necessary to accommodate growth and development;
- Ensure adequate easements for power infrastructure in new development projects; and
- Use alternative financing mechanisms to fund infrastructure projects, such as development impact fees, assessment districts, industrial development bonds, and Mello-Roos Districts.

PURPOSE OF THE INFRASTRUCTURE ELEMENT

The Infrastructure Element has two interrelated purposes: to plan for safe, efficient, and adequate circulation and utility facilities, and to coordinate new development with the provision of required facilities. The following subjects are included in the Infrastructure Element of the General Plan to ensure that sufficient infrastructure is available for existing and planned development:

- Local Thoroughfares and Transportation Routes
- Parking
- Intercity and Regional Transportation
- Transportation System/Demand Management
- Transit, Bicycle, Pedestrian, and Equestrian Facilities
- Water
- Sewer
- Power
- Infrastructure Financing

Goals and policies are established in the Infrastructure Element for each of the above issues and corresponding implementation plans and programs are identified.

The Infrastructure Element is a mandated element of the General Plan with the exception of the circulation component. The element meets the purpose and the requirements of the State-mandated Circulation Element according to Government Code Section 65302(b) and addresses the circulation improvements needed to provide adequate capacity for traffic generated by future land uses. The efficient transports of goods, and the safe, efficient movement of traffic within the City are promoted in the Infrastructure Element pursuant to State requirements.

SCOPE AND CONTENT OF THE ELEMENT

In addition to this Introduction, the Infrastructure Element is composed of three sections: Infrastructure Issues; Infrastructure Goals and Policies; and Infrastructure Plan. Specific implementation programs for this Element are contained in the overall Implementation Program. The Infrastructure Issues section establishes the basis for the formulation and expression of the City goals and policies related to circulation and public utilities. The Infrastructure Goals and Policies section establishes objectives for the provision of adequate circulation facilities and public utilities and provides a decision-making framework for the City's leaders to use in evaluating the potential impacts of future projects to the capacity of the local transportation, water, sewer, and power systems.

The Infrastructure Plan generally describes programs to improve the efficiency and safety of the City's existing infrastructure and to mitigate potential impacts to the City's infrastructure from future development projects and consequential population growth. The infrastructure plans and

programs contained in the Implementation Program are based upon the goals and policies identified in the Element. The circulation plan establishes a hierarchy of transportation routes with specific development standards described for each category of roadway.

RELATED PLANS AND PROGRAMS

There are several existing plans and programs that are directly applicable to the aims and objectives of the Infrastructure element. These plans and programs have been enacted through State and local legislation and are administered by agencies that are delegated with powers to enforce State and local laws.

Caltrans Project Study Report for the New Expressway Connecting State Route 86 to State Route 111

The Caltrans Project Study Report addresses the construction of a four-lane divided expressway from State Route 86, northwest of the City of Brawley, to State Route 111, southeast of the Brawley. The proposed improvements represent a realignment and upgrading of State Route 86 and State Route 78. The project is part of a series of projects planned to address the regional highway concerns in the Imperial Valley and provide for improved international and interstate movement of goods. Under this alternative, regional through traffic will be diverted around the City.

Southern California Association of Governments Plans and Programs

The Southern California Association of Governments (SCAG) is responsible for the regional planning in Southern California. SCAG has been preparing long range growth and development plans for the Southern California region since the early 1970s as part of the ongoing Development Guide Program. This program provides a framework for coordinating local and regional decisions regarding future growth and development. An important component of this process is the preparation of growth forecast policies at intervals ranging from three to five years. The adopted growth forecast policies become the basis for SCAG's functional plans (transportation, housing, air and water) for the region. The population totals and growth distribution are used in planning the future capacity of highways and transit systems, quantity and location of housing, water supply systems, and siting and sizing of sewage treatment systems.

The Growth Management Plan recommends ways to redirect the region's growth in order to minimize congestion and better protect the environment. While SCAG has no authority to mandate implementation of its Growth Management Plan, some of the Plan's principal goals (such as improved jobs/housing balance) are being implemented through county and city general plans and regional air quality management plans.

Imperial Irrigation District Water Conservation Programs

The Imperial Irrigation District (IID) has initiated many water conservation programs in Imperial County and participated in various programs in cooperation with governmental agencies. The Water Conservation Agreement between the IID and the Metropolitan Water District of Southern California (MWD) provides for the implementation of water conservation projects, which are to be funded by the MWD, during a five-year period. In return, MWD is eligible to divert an additional amount of water that is equivalent to the amount of water conserved. The water conservation projects implemented through the agreement primarily focus on increasing the efficiency of the IID's water conveyance system and conserving water in agricultural operations. Through this agreement, 26,700 acre-feet of water have been conserved since December 1990.

Circulation Element of the Imperial County General Plan

The Circulation Element of the Imperial County General Plan contains the most recent information about the transportation needs of the County and the various modes available to meet the identified needs. A Circulation and Scenic Highways Plan is contained in the County Circulation Element to ensure adequate capacity on County roads and regional routes serving unincorporated areas of the County. This plan also provides strategies to protect and enhance scenic resources within both rural and urban scenic highway corridors. To ensure that improvements to the County circulation system correspond with new development, the Circulation Element addresses the phasing of roadway improvements and financing alternatives.

Water Element of the Imperial County General Plan

The purpose of the Water Element of the County General Plan is to identify and analyze the types of water resources within Imperial County and to establish goals and policies to preserve and enhance water availability and quality. Implementation of the policies of the Water Element will assure that water resources are conserved and utilized to enhance long-term availability, while providing for current supplies and demands. In addition, the Water Element facilitates the improved use and distribution of water in Imperial County, including the extension of current water conservation programs.

City of Brawley Service Area Plan

The purpose of the City of Brawley Service Area Plan, which was completed June 1991, is to identify the plan to provide services for the present population up to the forecasted 1996 population. The plan addresses police and fire service, water, sewer, paved street standards, electricity, gas, solid waste removal, recreational facilities, and building inspection. In the plan, the methods to meet the increasing demands are identified and financing mechanisms are discussed for each type of public service.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

As one Element of the General Plan, the Infrastructure Element must be consistent with the other General Plan Elements. All Elements of the General Plan are interrelated to a degree, and certain goals and policies of each element may also address issues that are the major subjects of other elements. The Infrastructure Element relates most closely to the Land Use Element and Economic Development Element.

The planned development identified in the Land Use Element is the basis for determining future infrastructure requirements. The infrastructure policies and programs ensure that existing infrastructure will be improved and new infrastructure will be constructed to adequately meet the demands of future development. For example, the circulation plan of the Infrastructure Element identifies the roadway system needed to serve traffic generated by the uses permitted in the Land Use Element. The Infrastructure Element also contains policies and programs to mitigate the impact of future development on infrastructure systems. For example, the sewer implementation program requires new development projects to construct separate sewage and drainage systems to avoid impacting the existing combined collection system.

The Economic Development Element establishes policies and programs to strengthen and diversify Brawley's economic base. As new businesses establish in Brawley, the City's tax revenue will increase and funding will be available for needed infrastructure projects that benefit the entire City. Conversely, the Economic Development Element calls for an infrastructure improvement program to enable the City to attract industrial and commercial sites tied to multi-modal transportation.

The other Elements of the General Plan also support the Infrastructure Element. The Resource Management Element addresses water conservation, which is related to the efficiency of the water distribution system. The Infrastructure Element contains policies and programs to promote the use of alternative transportation modes which will support the air quality and energy resource conservation goals of the Resource Management Element. The development of the parks and recreation uses identified in the Open Space/Recreation Element could generate additional traffic and require circulation system improvements as identified in the Infrastructure Element. In addition, the new recreational facilities may require the extension of water and sewer service.

Improvements to the City's combined drainage and sewer collection system are necessary to implement the public safety goals identified in the Public Safety/Noise Element. As development proceeds and traffic volumes consequently increase, noise levels will increase in Brawley. The circulation plan of the Infrastructure Element will concentrate traffic on major roadways and reduce traffic noise in residential neighborhoods. The planned circulation patterns are designed to minimize noise impacts on sensitive receptors and implement the noise goals and policies of the Public

Safety/Noise Element. Taken as a whole, the policies and programs of all of the General Plan Elements either indirectly require infrastructure improvements or assist in implementing future infrastructure improvements.

INFRASTRUCTURE ISSUES

Infrastructure is one of the most critical factors affecting the future development of Brawley. These issues provide the basis for the Infrastructure Element goals and policies.

LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES

- The existing City street system is expensive and difficult to maintain.
- Improvements to the City circulation system are necessary to accommodate future growth (for example new roadways, traffic signals, signage, etc.).
- Standards need to be developed, such as level of service and performance criteria, to monitor the traffic-related impacts of land use decisions on the circulation system.
- Truck routes need to be clearly identified and should avoid residential streets.

PARKING

- Providing adequate on- and off-street parking for vehicles is important.

INTERCITY AND REGIONAL TRANSPORTATION

- State Highway 78, 86, and 111 represent important regional circulation roadways that affect land use within the City.
- Coordination between the City, the State Department of Transportation, and the County of Imperial are essential to ensure adequate regional circulation in the future.
- The Brawley Municipal Airport represents an important circulation asset that can enable the City to attract and accommodate additional economic growth.
- Brawley has limited control over substantial regional traffic which proceeds through its jurisdiction.

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- Rail service is an important method of transporting goods into and out of the City.

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

- Traffic Demand Management (TDM) strategies are required under both current air quality legislation and requirements of Proposition 111 legislation (Congestion Management Program).
- A comprehensive transportation system/demand management program will serve to improve traffic circulation and reduce parking demand.

TRANSIT, BICYCLE, PEDESTRIAN, AND EQUESTRIAN FACILITIES

- In order to maximize use of public transit, new development should be designed to accommodate bus stops.
- Alternate methods (modes) of transportation for people, such as walking, bicycles, or public transportation (buses, vans), may reduce dependency on automobiles.
- With portions of the Planning Area not currently served with bikeways, bicycles are forced to compete with automobiles along right-of-ways.
- Many of Brawley's sidewalks are not wheelchair accessible.
- The trail system within the City is incomplete and connections of local and regional trails are needed.

WATER

- Adequate treatment and distribution systems for water and sewage are necessary to support continued growth in the City.
- Water treatment plan capacity is 16 million gallons per day (MGD) and present consumption is 4 MGD. Consumption increases during the summer months to 11 MGD.
- The capacity of the treatment plan and storage capacity need to be increased.

-
- The City should consider relocating the water treatment plant to the periphery of the City and developing the existing site with commercial development.
 - Water usage is not metered in the City and residents can potentially waste water without being appropriately billed.
 - The existing water distribution system is primarily composed of cast iron pipes. Some of the cast iron mains are only twenty percent efficient. The City is presently replacing some of the most inefficient cast iron mains with PVC pipe.

SEWER

- Sewage treatment plant capacity is 3.9 MGD and present normal peak usage is 3.6 MGD. The capacity of the plant must be increased to accommodate new development.
- A major portion of sewage collection and storm drainage are combined in one. During heavy rain storms, the system overflows and raw sewage is released.

POWER/COMMUNICATION

- Adequate energy (electricity and natural gas) and communications services are necessary to support continued growth in the City.

INFRASTRUCTURE FINANCING

- Alternative financing mechanisms need to be explored for implementation of circulation system management and maintenance, and water, sewer, and power infrastructure.

INFRASTRUCTURE

GOALS AND POLICIES

The following goals and policies have been developed to address the identified circulation and utility infrastructure issues in Brawley.

LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES

A well-planned street system provides safe and convenient access to the mix of uses in the City and serves the major mobility needs of residents as well as the commercial, industrial, and agricultural sectors. To provide such a system, the Circulation system includes a planned hierarchy of arterial roadways which each serve a specific function and carry a portion of anticipated traffic demands.

GOAL 1: Provide a system of streets that meets the needs of current and future inhabitants and facilitates the safe and efficient movement of people and goods.

Policy 1.1: Develop and maintain a circulation system that is based upon and is in balance with the Land Use Element of the General Plan.

Policy 1.2: Develop and implement circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes or trails that are adjacent or off-road.

Policy 1.3: Coordinate roadway improvements with applicable regional, state and federal transportation plans and proposals and local long-term needs.

Policy 1.4: Develop and implement thresholds and performance standards for acceptable levels of service.

Policy 1.5: Develop a program to identify, monitor and make recommendations for improvements to roadways and intersections that are approaching, or have approached, unacceptable levels of service, or are experiencing higher than expected accident rates.

Policy 1.6: Develop and improve the City's transportation network consistent with available funding; scheduling shall be coordinated with new development to ensure the orderly extension of facilities and to preserve a free-flowing circulation system.

Policy 1.7: Provide for the safe and expeditious transport of hazardous materials.

Policy 1.8: Limit driveway access onto arterial streets to maintain a desired quality of flow.

Policy 1.9: Design local and collector streets to discourage their use as through routes.

Policy 1.10: Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate any identified project impacts.

Policy 1.11: Encourage new development which facilitates transit services, provides for non-vehicular circulation and minimizes vehicle miles traveled.

Policy 1.12: Minimize pedestrian and vehicular conflicts through street design and well-marked pedestrian crossings.

Policy 1.13: Minimize effects of transportation noise wherever possible so as to comply with the Public Safety/Noise Element.

Policy 1.14: Enhance the important role that streetscapes play in defining the character of the City by expanding street planning and design procedure to include aesthetic and environmental concerns, as well as traffic considerations. Develop a circulation system which highlights environmental amenities and scenic areas.

Policy 1.15: Ensure construction of existing roadways to planned widths, as new developments are constructed.

Policy 1.16: Continue to require dedication of right-of-way and construction of required public improvements on streets adjacent to construction projects at the developer's expense.

Policy 1.17: Direct through traffic from local streets to collector, secondary and arterials to reduce traffic on local streets, and improve neighborhood safety and environmental quality.

Policy 1.18: Develop a capital improvements program that includes reconstruction of existing curbs, gutters, and sidewalks along streets, where needed.

Policy 1.19: Resurface streets as required to provide a smooth and consistent driving surface.

Policy 1.20: Provide a signalization at various intersections throughout the City as required by detailed traffic studies.

Policy 1.21: Permit restricted local streets in residential areas where such streets would be appropriate.

Policy 1.22: Ensure that receipt of funding from other agencies (i.e., local, state, federal) for any City initiated project will not limit the use of the street in the future.

Policy 1.23: Route arterial streets for entire sphere of influence.

Policy 1.24: Seek the designation of Mead Road as arterial roadway from Highway 86 to Highway 111.

GOAL 2: Provide for a truck circulation system that provides for the effective transport of commodities while minimizing the negative impacts throughout the City.

Policy 2.1 Provide primary truck routes on State highways and selected major arterial streets to minimize the impacts of truck traffic on residential areas.

Policy 2.2: Provide appropriately designed and maintained roadways for the major truck routes.

Policy 2.3: Provide loading areas and accessways for industrial and commercial development that are designed and located so as to avoid conflicts with efficient traffic circulation.

Policy 2.4: Consider safety regulations addressing trucks hauling hazardous materials within the City.

Policy 2.5: Discourage on-street loading and unloading of commercial and industrial products.

Policy 2.6: Ensure that the State Highway transportation system in Imperial County serves the transportation and economic needs of the City.

Policy 2.7: Provide an adequate circulation system for the transport of agricultural products and machinery.

PARKING

Adequate and convenient parking facilities are an important part of the transportation amenities provided by a City. This section therefore contains policies which ensure the provision of such amenities to maximize transportation efficiency.

GOAL 3: Provide for well-designed and convenient parking facilities.

Policy 3.1: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Policy 3.2: Provide sufficient off-street parking for all land uses.

Policy 3.3: Encourage the efficient use of parking facilities, including provisions for shared use of facilities, smaller vehicles and other provisions to improve the effectiveness of City codes and ordinances.

Policy 3.4: Reduce use of key arterial streets for on-street parking in an effort to maximize traffic flow characteristics of roadways.

Policy 3.5: Encourage clustered site designs which share parking.

Policy 3.6: Require proper screening of parking areas.

Policy 3.7: Encourage off street truck parking lots adjacent to designated truck routes.

INTERCITY AND REGIONAL TRANSPORTATION

The Brawley transportation system is interconnected with the larger regional system. The goals and policies of the Circulation Element address the regional context of the City's transportation system and recognizes the related transportation needs and planning activities related to the County of Imperial, the broader southern California region, and the state.

GOAL 4: Support development of a network of regional transportation facilities which ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodate the regional travel demands of developing areas outside the City.

Policy 4.1: Monitor and coordinate with Caltrans highway and County road work as it affects Brawley's circulation and require modifications as necessary.

Policy 4.2: Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.

Policy 4.3: Work with adjacent cities and the County to ensure that the traffic impacts of development projects in the region do not adversely impact the City of Brawley, or conversely, City development projects do not adversely impact adjacent cities and the County.

Policy 4.4: Support the presence of the Brawley Municipal Airport consistent with it maintaining safe operation, avoiding noise impacts and ensuring compatibility with land uses in Brawley.

GOAL 5: Encourage appropriate expanded air operations to the City of Brawley.

Policy 5.1: Support airport runway expansion to the east.

Policy 5.2: Encourage the bypass of Highway 78 and Highway 111 which will allow runway airport expansion.

Policy 5.3: Ensure airport will have adequate access from Highway 111 or other major arterials.

Policy 5.4: Encourage the development of an airpark concept and compatible aircraft industrial commercial uses.

Policy 5.5: Encourage and seek international airport status.

GOAL 6: Encourage the continued service and the enhancement of the rail transportation in Brawley.

Policy 6.1: Identify and mitigate any negative impacts regarding development adjacent to the railroad.

Policy 6.2: Encourage the preservation of existing development along the railroad.

Policy 6.3: Participate in recommended program for the implementation of inter-city passenger rail service on existing railroads between Los Angeles, Riverside, and the Coachella and Imperial Valleys.

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

Effective circulation planning includes the application of Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies. TSM and TDM improve the efficiency of the transportation system and reduce vehicular demands, thereby reducing the impacts of future development.

GOAL 7: Maximize the efficiency of the circulation system through the use of transportation system management and demand management strategies.

Policy 7.1: Implement traffic signal coordination on arterial streets to the maximum extent practical, integrate signal coordination efforts with those of adjacent jurisdictions, and implement other operational

measures where possible to maximize the efficiency of the existing circulation system and to minimize delay and congestion.

Policy 7.2: Implement intersection capacity improvements where feasible.

Policy 7.3: Encourage the development of additional regional public transportation services and support facilities including park-and-ride lots.

Policy 7.4: Implement traffic signage coordination on residential and collector streets to the maximum extent feasible.

Policy 7.5: Participate in regional efforts to prepare and implement a Congestion Management Program (CMP) as required by Proposition 111.

Policy 7.6: Encourage employers to reduce vehicular trips by offering employee incentives.

TRANSIT, BICYCLE, PEDESTRIAN, AND EQUESTRIAN FACILITIES

Non-vehicular modes of travel serve the transportation needs of people who are unable to drive and also provide recreational opportunities. Overall vehicular trips are reduced when ample alternative travel modes are provided and used. Where possible, the Circulation Element provides for these modes of travel by separate trails, walkways, and bike lanes.

GOAL 8: Support development of an appropriate public transportation system that provides mobility to City inhabitants and encourages use of public transportation as an alternative to automobile travel.

Policy 8.1: Support the efforts of the appropriate transportation agencies to provide additional local and express bus service to Brawley.

Policy 8.2: Ensure accessibility of public transportation for elderly and disabled persons.

Policy 8.3: Promote new development that is designed in a manner which facilitates provision or expansion of transit service.

Policy 8.4: Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or employees.

Policy 8.5: Encourage the provision of safe transit stops.

Policy 8.6: Consider the provision of unique transportation methods, such as shuttle buses from outlying parking areas, for special events (i.e., Brawley Rodeo).

GOAL 9: Increase the use of non-motorized modes of transportation.

Policy 9.1: Promote the safety of pedestrians and bicyclists by adhering to uniform standards and practices, including designation of bicycle lanes, proper signage, and adequate sidewalk, bicycle lane, and off-road bicycle trails.

Policy 9.2: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways between developments, schools and public facilities.

Policy 9.3: Ensure accessibility of pedestrian facilities to the elderly and disabled.

Policy 9.4: Support and coordinate the development and maintenance of regional bikeways in conjunction with the County of Imperial.

Policy 9.5: Develop programs that encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility rights-of-way, and street rights-of-way wherever possible for the use of bicycles and/or pedestrian/equestrian trails.

Policy 9.6: Encourage retrofit installation of sidewalks in existing industrial districts and require sidewalks for new industrial areas.

Policy 9.7: Support and coordinate the development and maintenance of bikeways and trails in conjunction with the master plans of the appropriate agencies.

Policy 9.8: Encourage safe biking by supporting safety clinics/courses sponsored by various local and state agencies.

Policy 9.9: Provide for a non-vehicular circulation system that encourages bicycle transportation and pedestrian circulation.

WATER

Adequate water service infrastructure, (i.e., water treatment facilities and distribution system), is required for continued growth and development in Brawley. Water infrastructure must be extended to serve planned development in areas outside of the present service area and the capacity of the existing infrastructure will be expanded to accommodate in-fill development and more intense uses.

GOAL 10: Provide adequate water service and infrastructure for existing development while planning and implementing improvements to accommodate planned growth in Brawley.

Policy 10.1: Establish and implement a program to increase the capacity of the water treatment plant and increase water storage to provide for new development and ensure adequate supplies during the summer months.

Policy 10.2: Continue to replace inefficient cast iron pipes with more efficient pipe.

GOAL 11: Promote city-wide water conservation to reduce the projected demand for water service and associated treatment.

Policy 11.1: Require new development projects to incorporate water-conserving fixtures and low flow toilets.

Policy 11.2: Encourage the replacement of existing water fixtures, toilets, and landscaping with water-conserving counterparts.

Policy 11.3: Implement programs to educate adults and children about the importance of water conservation and methods to reduce water use.

SEWER

Municipal sewer service is required for wastewater collection and treatment in the urbanized portions of the Planning Area. Sewer service must be extended for new development projects that are located outside of the current sewer service area and the capacity of the existing treatment plant and collection pipelines and pumps must be increased to accommodate infill development and more intense uses. Industrial, agricultural and septic waste water is accepted on water pre-treatment plan approved by the Public Works Director.

GOAL 12: Provide adequate sewer collection infrastructure and treatment facilities for existing development while planning and implementing improvements to accommodate planned growth in Brawley.

Policy 12.1: Establish a program to increase the headworks and primary treatment capacity of the sewage treatment plant.

GOAL 13: Minimize impacts associated with the combined sewage and drainage collection system.

Policy 13.1: Require separate sewage and drainage systems in new development projects. Plan for the future state mandate to pre-treat storm run-off prior to discharge to state water project for a central collection and one-point discharge in coordination with the IID.

Policy 13.2: Establish a program to identify and replace pipe segments that operate at or above capacity.

Policy 13.3: Increase the storage capacity at the treatment plant to prevent treatment overloads during rain storms.

Policy 13.4: Study the feasibility of separating the drainage and sewer components of the existing combined system and recommend sources of funding for the project.

POWER/COMMUNICATION

Adequate power and communication (telephone and cable television) infrastructure is required for continued growth and development in Brawley. As planned development proceeds in Brawley, power infrastructure for electricity, natural gas service, and communication infrastructure must be simultaneously constructed.

GOAL 14: Ensure the provision of adequate power and communication service and transmission infrastructure to serve existing and planned development.

Policy 14.1: Coordinate with the Imperial Irrigation District, Southern California Gas, and communication service providers to identify easements and right-of-ways required to provide power and communication service for future development.

Policy 14.2: Coordinate the provision of power and communication service to new development with the Imperial Irrigation District, Southern California Gas, and communication service providers.

Policy 14.3: Encourage undergrounding of existing power and telephone lines.

Policy 14.4: Encourage low maintenance landscaping of area around all existing substations and require it for all new substations.

GOAL 15: Promote city-wide energy conservation to reduce the projected demand for electricity and gas.

Policy 15.1: Require new development projects to incorporate energy efficient lighting and air conditioning and heating systems.

Policy 15.2: Encourage the Imperial Irrigation District to implement an incentive program to retrofit existing development with energy efficient lighting and air conditioning and heating systems.

INFRASTRUCTURE FINANCING

The construction of circulation and utility infrastructure improvements is costly. Alternative financing mechanisms can be implemented to alleviate some of the City's funding burden for infrastructure improvements.

GOAL 16: Define and evaluate alternative financing methods for infrastructure management and maintenance costs on a citywide and area wide basis.

Policy 16.1: Develop an infrastructure and circulation improvement fee program which will enable infrastructure and circulation improvements to be funded by new development.

Policy 16.2: Prepare a phasing plan for cumulative infrastructure and circulation improvements that identifies project specific responsibilities and requires fair share funding.

Policy 16.3: Seek to reduce the cost of providing such facilities through standards which address a specified level of performance rather than a prescribed type of improvement. For example: the use of narrower street width where low traffic counts (local residential streets) warrant reduction.

Policy 16.4: Encourage the use of assessment districts, industrial development bonds, and other techniques for financing improvements serving existing and new development.

RELATED GOALS AND POLICIES

Goals and policies of the other Brawley General Plan Elements also relate to circulation and utility infrastructure issues. Internal consistency is a major legislative requirement for all general plans. Table I-1 shows the goals and policies of the Infrastructure Element that are related to the other Elements of the Brawley General Plan.

**TABLE I-1
INFRASTRUCTURE
RELATED GOALS AND POLICIES BY ELEMENT**

Infrastructure Issue Area	Related Goals and Policies by Element						
	Land Use	Infra- structure	Resource Manage- ment	Open Space/ Recre- ation	Public Safety/ Noise	Economic Develop- ment	Housing
Local Thorough- fares and Trans- portation Routes	1.3, 4.1, 4.4, 8.1, 8.3, 8.10		1.2, 2.7, 2.8, 2.10, 6.14, 6.16, 13.3		3.2, 3.4, 8.5	2.1, 3.4, 3.6, 4.3, 6.3	
Parking	4.5						
Intercity and Regional Trans- portation Routes	3, 6.2		1.6, 2.1- 2.11		1.2, 2.8, 5.4, 7.4, 8.3, 8.4	3.6, 4.3	
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INFRASTRUCTURE PLAN

The Infrastructure Plan describes the approach to be used in implementing the goals and policies related to circulation and utility infrastructure. The Plan addresses the City's approach to correcting the existing deficiencies in Brawley's circulation, water, sewer, and power infrastructure. Expansion of the City's circulation and utility infrastructure will be required to accommodate future development and the Plan identifies strategies to anticipate, finance, and implement required infrastructure improvement projects.

LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES

This section of the Infrastructure Plan contains a Circulation Plan for Brawley that provides for safe and convenient movement of persons and goods at the development intensity anticipated in the Land Use Element. The Circulation Plan includes a classification system that applies to all roadways that serve the City, and establishes roadway service standards.

Roadway Classification System

The roadway system in Brawley is defined using a classification system which identifies a hierarchy of roadway types. The categories of the classification system differentiate the size, function, capacity of roadways. There are four basic categories in the hierarchy: Expressway, Major Arterial, Secondary Arterial, and Collector. These categories are described below.

Expressway: A four-lane divided roadway with a typical right-of-way width of 140 feet and a shoulder-to-shoulder pavement width of 84 feet. No on-street parking is allowed on Expressways. Access to Expressways is only allowed at signalized or unsignalized intersections with City streets designated as either Major or Secondary Arterials. Expressways typically carry regional traffic.

Major Arterial: A four-lane divided roadway with a typical right-of-way width of 100 feet and a curb-to-curb pavement width of 80 feet. On-street parking is allowed on Major Arterials. Major Arterials form an important component of the city and regional transportation system.

Secondary Arterial: A two-lane roadway with a two-way left turn lane. The typical right-of-way is 72 feet and the typical curb-to-curb pavement width is 52 feet. On-street parking is allowed on Secondary Arterials. Secondary Arterials connect Major Arterials to Collectors.

Collector: A two-lane undivided road with a typical right-of-way width of 60 feet and a curb-to-curb pavement width of 40 feet. On-street parking is allowed on Collectors. These roadways serve as collectors,

distributing traffic between local streets, and Major and Secondary Arterials.

Figure I-1 shows schematic cross-sections of each category of arterial roadway. These sections represent desirable standards, but variation in right-of-way width and special road improvements will occur in certain cases due to physical constraints and/or right-of-way limitations. In particular, the median width in Expressways and Major Arterials will vary according to the area being served, available right-of-way constraints, and turn lane requirements. Hence, any of the arterials classifications may deviate from the standards where physical constraints exist or where preservation of community character dictates special treatment. Bikeway facilities are another factor which affect the specific standards applied to various roadways. Specific design requirements for construction for public streets are available from the City Public Works Department. All local and private roads must meet public safety criteria and be consistent with the Circulation Plan.

The Circulation Element roadway classification system does not include local City street serving individual parcels or private streets. The width of local and private streets will vary from those described for the other types of roadways. Reasonable flexibility and variety is provided for in the City's local and private street standards.

Performance Criteria

"Performance criteria" are used to evaluate the ability of the circulation system to serve existing and planned land uses. Performance criteria facilitate the comparison of future traffic volumes and future circulation system capacity, and the assessment of the adequacy of the circulation system.

Performance criteria have a policy component which establishes a desired level of service (LOS) and a technical component which specifies how traffic forecast data can be used to measure the achievement of the criteria. Levels of service range from A to E, and are defined in Table I-2. Table I-3 shows the maximum Average Daily Traffic accommodated by LOS A through E for the four roadway categories described above.

The City of Brawley has established level of service C as a threshold standard to monitor the performance of community roadways. If the Average Daily Traffic on a particular roadway is greater than the traffic levels established for LOS C, the City will determine that the performance of the roadway is unacceptable. When roadway performance is unacceptable, improvements to the roadway will be required to increase the capacity to accommodate greater ADT levels.

170'												
15'	18'	10'	12'	12'	8'	20'	8'	12'	12'	10'	18'	15'
Add'l Right-of- Way	Shoulder/ Slopes		Thru Lane	Thru Lane	Shoulder	Median	Shoulder	Thru Lane	Thru Lane	Shoulder/ Slopes		Add'l Right-of- Way

Expressway

100'								
10'	8'	12'	12'	16'	12'	12'	8'	10'
Shoulder/ Parking/ Bicycle Lane		Thru Lane	Thru Lane	Median	Thru Lane	Thru Lane	Shoulder/ Parking/ Bicycle Lane	

Major Arterial

72'						
10'	8'	12'	12'	12'	8'	10'
Shoulder/ Parking/ Bicycle Lane		Thru Lane	2-Way Left Turn Lane	Thru Lane	Shoulder/ Parking/ Bicycle Lane	

Secondary Arterial

60'					
10'	8'	12'	12'	8'	10'
Shoulder/ Parking/ Bicycle Lane		Thru Lane	Thru Lane	Shoulder/ Parking/ Bicycle Lane	

Collector

SOURCE: JHK & Associates

Figure I-1
Typical Roadway Cross-Sections

**TABLE I-2
LEVEL OF SERVICE FOR BRAWLEY
CIRCULATION PERFORMANCE CRITERIA**

Level of Service	Description
A	Represents free flow. Individual drivers have a high degree of freedom to select their travel speeds and are generally unaffected by other vehicles in the traffic system.
B	Represents stable flow, but individual drivers are somewhat affected by other vehicles in determining travel speeds.
C	Represents stable flow, but the selection of the speeds of individual drivers significantly affected by other vehicles.
D	Represents a condition of high-density, stable traffic flow in which speed and freedom of movement are severely restricted by the presence of other vehicles. At signalized intersections, some vehicles may occasionally have to wait for more than one green light in order to pass through the intersection.
E	Represents operating conditions at or near capacity. Individual vehicles have little freedom to maneuver within the traffic stream and any minor disruptions can cause a breakdown in the flow of traffic. At signalized intersections, vehicles regularly wait for more than one green light to clear the intersection.
F	Represents breakdown conditions. At this level of service, speeds are low, delay is high, and there are more vehicles entering the roadway than can be accommodated.

Source: JHK & Associates

**TABLE I-3
ADT LEVEL OF SERVICE VOLUMES
BY ROADWAY TYPE**

Roadway Type	Maximum Acreage Daily Traffic By Level Of Service				
	LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	35,000	41,000	47,000	53,000	59,000
Major Arterial	22,000	26,000	30,000	34,000	38,000
Secondary Arterial	9,000	10,500	12,000	13,500	15,000
Collector	5,500	6,500	7,500	8,500	9,500

Source: JHK & Associates

Many cities in the more urbanized areas of southern California use LOS D or even E for determining the performance of roadways. The City of Brawley, however, plans to maintain the attractiveness of Brawley as a smaller city without the traffic congestion found in many larger cities in the region. To achieve this goal, the City will adopt a LOS C as the circulation performance criterium.

Relationship to Land Use

Future traffic volumes and highway capacity needs are directly related to future land use. As development occurs according to the planned land uses established in the Land Use Element, traffic volumes throughout the City will increase. The Circulation Plan presented in the next section is designed to carry the added trips that will occur with buildout of the City's General Plan land uses and with buildout of the general plans of surrounding cities and the county. Regional development will result in through traffic affecting local segments of regional roadways such as State Routes 78, 86, and 111.

General Plan Circulation System

The goals and policies included in this Element emphasize the need for a circulation system that is capable of serving both existing and future demands while preserving community values and character. The location, design, and constituent modes of the circulation system have major impacts on air quality, noise, aesthetics, and other elements of the environment.

The planned roadway network is illustrated in Figure I-2, and indicates all of the roads designated Expressway, Major Arterial, Secondary Arterial, and Collector. These roadway designations represent the ultimate configuration of the specified streets. Most of these streets do not currently meet the standards of the roadway designations and some of the identified components of the circulation system are not yet constructed. As the City develops and traffic levels increase, the City will construct roadway improvements to implement the Circulation Plan.

Caltrans is in the process of considering two alignments for a proposed bypass of State Route 111 around the City of Brawley. Although Caltrans is unlikely to select a preferred alignment in the near future, the City has stated a preference for the alignment known as the Del Rio alignment. This alignment has been assumed in the development of both the Land Use Plan and Circulation Plans of this General Plan. The roadway designations in the Circulation Plan are based on the eventual construction of the State Route 111 bypass project. The Del Rio alignment is designated Expressway in the Circulation Plan.

Immediate Improvements

Main Street is presently the most heavily travelled street in Brawley. Several improvements will be evaluated by the City to reduce delays and traffic congestions. Potential improvements to implement in the short-term include:

-
- Updating the traffic signal timing for traffic signals along Main Street. Significant benefits can sometimes be achieved by keeping signal timing current with existing traffic levels;
 - Consider access control measures, such as removal of on-street parking and closure of existing driveways to improve traffic flow; and
 - Review pavement striping along Main Street to determine locations where additional lanes could be added without incurring substantial construction costs.

Truck Routes

Brawley experiences substantial truck traffic within the urbanized area due to the City's locations at the intersection of State Routes 86, 78, and 111. The agricultural sector of Imperial Valley generates a large number of local and regional truck trips. While truck traffic is necessary for the agricultural sector and should be supported by the City, trucking can impact urban uses if not properly controlled. Potential impacts from truck traffic include congestion of local roadways, excessive noise, and inappropriate truck parking in local residential and commercial areas.

To properly channel truck traffic through Brawley, the following criteria are established by the City to select appropriate truck routes:

- Provision of truck access to local industries;
- Prohibition of trucks along residential streets to minimize noise and maximize safety;
- Balancing of truck movements along parallel routes so that individual streets do not carry more than their share of trucks; and
- Provision for the travel needs of through trucks.

Truck routes will be periodically reviewed and modified to ensure conformance to the truck route criteria. The City will strive to balance regional and local trucking needs with community safety and acceptable noise levels.

PARKING

Efficient automobile transportation in Brawley is partially contingent on adequate and convenient parking facilities. The City will implement several programs to improve existing parking and ensure sufficient parking for planned urban development. To improve traffic flow on arterial roadways, the City will encourage the consolidation of parking for existing development.

During the review of new development projects, the City will assess parking requirements and ensure that adequate parking is incorporated into all proposed projects. Clustered site designs with joint parking facilities will be promoted.

The City will also assess potential sites for off-street truck parking to reduce the impact of truck traffic on residential areas. Off-street truck parking sites will be located adjacent to designated truck routes.

INTERCITY AND REGIONAL TRANSPORTATION

The Brawley circulation system is interconnected with the larger regional system and is consequently affected by modifications to regional circulation infrastructure and increased regional traffic volumes. To avoid adverse impacts from regional traffic, the City will continue to coordinate transportation improvements and address circulation issues with the County of Imperial, other cities in the County, Caltrans, and the Southern California Association of Governments (SCAG).

In addition, the City will review and comment on environmental documents from the County and nearby cities for new development projects. The City will particularly focus on potential regional transportation impacts and request measures to mitigate traffic impacts to the Brawley Planning Area where applicable.

The Brawley Municipal Airport is a regional transportation amenity. The City will continue to promote expanded air operations through a number of programs. In the Land Use Plan of the Brawley General Plan, land has been appropriately designated to facilitate the extension of the airport runway to the east. Appropriate land uses are planned under the flight path to minimize potential public safety hazards from expanded airport operations. The City will ensure the implementation of these planned land uses. As part of expansion of airport operations, the City will work with the County to seek international airport status for the Brawley Municipal Airport.

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

Transportation System Management (TSM) and Transportation Demand Management (TDM) are both important components of efficient circulation systems. TSM typically involves physical improvements to the circulation infrastructure to expand capacity and accommodate more vehicular trips. TDM typically involves strategies to reduce the demand for vehicular transportation, which in turn reduces the need for physical improvements and contributes to better air quality.

To ensure adequate Transportation System Management in future years, the City will implement several programs in addition to the Circulation Plan described above. The City will require the preparation of a traffic analysis

for major development proposals to identify potential impacts to the City circulation system and identify necessary physical improvements to maintain LOS C. As traffic volumes approach or exceed LOS C, the City will design improvements to increase the capacity through restricting on-street parking, improved signal timing, intersection widening, and other appropriate measures.

The City will also take actions to promote citywide Transportation Demand Management and decrease the demand for vehicular transportation. Large employers in Brawley will be encouraged to reduce vehicular trips by offering employee incentives. The use of alternative transportation modes will be pursued as described in the following section.

TRANSIT, BICYCLE, PEDESTRIAN, AND EQUESTRIAN FACILITIES

Adequate transit service and bicycle, pedestrian, and equestrian facilities are an important component of growing cities. These transportation modes provide an alternative to automobile use and consequently reduce both local and regional traffic congestion, and air pollution. The City will encourage and support the use of alternative transportation modes through a variety of policies and programs as described below.

Transit

Scheduled public transit service in Brawley is provided by Imperial County Transit Authority. Buses with capacity for 65 passengers provide transportation to El Centro and Calexico nine times per day. Service to the north to Desert Shores and Bombay Beach is provided once per week. The scheduled transit service provides for the travel needs of Brawley residents and a means for shoppers to reach businesses in Brawley. The service to El Centro and Calexico can serve commuter trips, shopping trips, and other types of trips for travellers who are unable or prefer not to drive. The weekly service to the north serves travel needs for individual who come to Brawley or other commercial centers for weekly shopping trips, medical appointments, and other needs.

Transit service in Brawley is also provided by the Brawley Dial-A-Ride system and AIM Transit, which is a countywide dial-a-ride service for disabled persons. These services are most useful to travellers who can make relatively few trips and can schedule their travel needs in advance. The City will continue to coordinate with the County and the Imperial Valley Transit Authority to ensure that public transportation is available for elderly and disabled persons.

Existing transit service in Brawley is adequate given the current needs and resources available for transit. Because transit service provides an alternative to the automobile, it should be encouraged to meet traffic congestion and air quality goals. As the City grows and new development projects are implemented, expanded transit service will be considered. The City will

require developers to incorporate transit amenities, such as bus shelters and turn-outs, in new projects along transit routes where appropriate. During the design of new roadway projects, the City will coordinate the improvements with the Imperial Valley Transit Authority to incorporate transit amenities where appropriate.

No passenger train service is presently available in Brawley. The nearest Amtrak passenger station is located north in the City of Indio. To make passenger train service more accessible in the future, the City will work with the County of Imperial to promote inter-city passenger service between Los Angeles, Riverside, and the Coachella and Imperial Valleys.

Bicycle, Pedestrian, and Equestrian Facilities

Many of Brawley's residential streets provide excellent opportunities for bicycle travel due to relatively low traffic levels and wide street widths. As new development occurs in the City and roadway construction and improvements occur, additional provisions for bicycle facilities will be provided through the provision of bicycle paths and bicycle lanes on streets. Bicycle paths provide an opportunity for recreational bicyclists and should be considered in connections with parks and other recreational facilities. Bicycle lanes on City streets generally serve bicyclists who are commuters or who ride as a means of alternative transportation.

The County of Imperial has a policy that bike lanes be planned into appropriate Prime, Major, and Secondary Arterial streets, as defined by the County General Plan. As the County plans and constructs such bike lanes, the City of Brawley will incorporate bike lanes into City streets to connect to planned and constructed County bike lanes.

The majority of pedestrian circulation can be best supported by adequate sidewalks along City streets. The City will continue to incorporate sidewalks into the design of new streets. In addition, the City will identify streets with pedestrian safety hazards and improve existing sidewalks or construct new sidewalks. New development projects will be required to provide pedestrian linkage between schools, parks, neighborhood commercial centers, and other public facilities. In addition, the City will encourage pedestrian links between individual parking lots of existing and planned commercial areas.

Substantial open space is designated in the Land Use Plan. The City will provide trails for bicyclists, pedestrians, and equestrian uses in natural areas and future parks. The construction of such trails will enhance the recreational opportunities available in Brawley. In addition, right-of-ways along flood control channels, irrigation canals, utility lines, and streets can provide land for bicycles, pedestrians, and equestrian trails. The City will inventory such right-of-ways and evaluate their potential for trails.

WATER

The City of Brawley Public Works Department provides water treatment and distribution for residential, commercial, and industrial uses and public facilities within the incorporated limits of the City. Water is supplied to the City by the Imperial Irrigation District (IID) which obtains water from the Colorado River via the All American Canal by the Mansfield Canal with present capacity of 16 MGD. The water is then processed at the City's water treatment plant, which was designed with a capacity of approximately 7.0 million gallons per day (mgd). Peak water use in Brawley is approximately 10.0 mgd and the water treatment plant is consequently operating above capacity. The City has started design plans to upgrade the capacity of the water treatment plant to 15 MGD. This project will alleviate the existing capacity deficit and provide capacity to accommodate the planned development identified in the Land Use Element.

The City also lacks sufficient storage capacity to meet periods of peak emergency water usage. The City has constructed a new three million gallon storage tank. With this new tank, the City should have enough storage capacity to meet peak summer water usage. As development proceeds in Brawley, peak summer water usage will increase. The City will continue to monitor storage capacity to ensure that projected peak summer demand can be met.

Large portions of the Brawley water distribution system were constructed with cast iron pipes when the City was initially urbanized. The pipes have become internally corroded and the movement of water within these pipes is consequently inefficient. The efficiency of some of the older pipes has decreased to ten percent. The City has implemented a comprehensive program to improve the water delivery system. This program includes replacing the cast iron pipes with larger PVC pipes. The City will continue to implement this program.

The General Plan identifies future development in areas that are presently vacant, including unincorporated County lands in the sphere-of-influence. Water distribution infrastructure must extend into these areas for development to proceed. In addition, the General Plan calls for infill development and greater intensity of development in some portions of the urbanized area. The capacity of the water distribution system may require expansion to accommodate the infill development. In both development projects in vacant and urbanized areas, adequate water pressure must be available for fire protection.

During the development review process, water infrastructure requirements will be identified. Development projects will only be approved with adequate provision of water services and appropriate improvements to the water distribution infrastructure. The City may consider the extension of water infrastructure in coordination/cooperation with the County to accommodate projects outside of the city limits in the sphere-of-influence as needed.

The City lacks a comprehensive Water Master Plan. A Water Master Plan identifies existing deficiencies in the water service system, (i.e., treatment plant and distribution pipelines and pumps) and provides recommendations for improvement projects. The Water Master Plan also contains projections of increased water demand from planned growth and provides recommendations for future improvement projects required to accommodate new development. The City will prepare, adopt, and implement a Water Master Plan to coordinate long-term infrastructure improvements and to minimize capital investment in projects that only serve short-term water service needs. The capacity of the facilities recommended in the Water Master Plan should be based on buildout of the land uses and development intensity identified in the General Plan Land Use Element.

In addition to planning and implementing water infrastructure improvement projects, the City will encourage water conservation measures. The Resource Management Element of the General Plan contains policy to educate residents about water conservation measures to implement at home. The Resource Management Element policy also requires the incorporation of water conservation technologies in new development projects and significant rehabilitation projects. Increased water conservation in Brawley will reduce the impact of new development on Imperial Valley's water supply. The use of available treated water will be more efficient and the construction of some future water infrastructure improvements can be postponed.

SEWER

The City Public Works Department also provides sewer collection and treatment service for urban uses within the incorporated limits of the City. The Brawley wastewater treatment plant was constructed in 1962, improved in 1972, 1986, and 1989 and has a headworks capacity of approximately 3.9 mgd. The plant presently processes 3.6 mgd of wastewater using primary and secondary treatment, and sludge digestion and drying. Treated effluent is discharged into in the New River, recognized as state waters.

A major portion of the municipal sewer and drainage collection systems are combined. Drainage water is subsequently treated at the sewage treatment plant and it accounts for a substantial part of the treatment plant operation and processing load. During storm events, the combined system often overloads.

Because the wastewater treatment plant is operating near capacity, it will be difficult to provide sewer service to new development projects. To avoid this development constraint, the City plans to upgrade the headworks and primary treatment capacity of the wastewater treatment plant to 6.0 mgd. Construction should begin during 1995. Once the plant is upgraded, adequate capacity will be available to provide sewer service to new development projects. Further upgrades and modifications may be necessary to meet new growth and state requirements.

The General Plan Land Use Element identifies the construction of new development in large areas that are presently undeveloped. These undeveloped areas that are identified for new development are located both within the incorporated limits of the City and unincorporated County portion of the Planning Area. To implement the intensity of development planned for the vacant incorporated area, sewer collection infrastructure must be extended. Development in the Urban Area will require extension of municipal sewer service, but development of unincorporated land outside the Urban Area may not require municipal sewer service. The Land Use Element also identifies some intensification of uses and infill development within the urbanized portions of the City. The capacity of the existing sewer infrastructure in these areas may be insufficient to accommodate the more intense uses.

The City lacks a comprehensive Sewer Master Plan that identifies infrastructure improvements required to accommodate increased demand for wastewater collection and treatment from anticipated growth. The City will prepare, adopt, and implement a Sewer Master Plan to coordinate long-term infrastructure improvements and to minimize capital investment in projects that only serve short-term sewer service needs. The capacity of the facilities recommended in the Sewer Master Plan should be based on buildout of the land uses and development intensities identified in the General Plan Land Use Element. The Sewer Master Plan will also address the impacts associated with the combined sewage drainage collection system. The Sewer Master Plan will contain a program to identify and replace pipe segments that operate at or above capacity. In addition, capacity projections for the treatment plant and related expansion recommendations will reflect the storm drainage volumes.

During the development review process, sewer infrastructure requirements will be identified in conjunction with the Sewer Master Plan. Development projects will only be approved with adequate provision of sewer service, or septic systems for very low density uses outside of the Urban Area pursuant to County standards. The City may consider the extension of sewer infrastructure with the County to accommodate new development projects within the Urban Area, but outside of the incorporated area.

POWER/COMMUNICATION

Like water and sewer infrastructure, power infrastructure must be available for planned development to proceed. Electricity is provided by the Imperial Irrigation District, natural gas is provided by Southern California Gas Company, and telephone service is provided by Pacific Bell. Adequate right-of-ways and easements must be dedicated for power and communication infrastructure when new development occurs in areas that are presently vacant. The City will coordinate the provision of electricity, natural gas, and communication service for new development with the respective providers. In addition, the City will require the dedication of adequate right-of-ways and easements for power and communication infrastructure and for the

construction of improvements for electricity, natural gas, and communication service in proposed development projects.

The Resource Management Element of the General Plan contains policy to increase energy conservation in Brawley. The City, in conformance with the policy, will encourage existing property owners to implement energy conservation technologies and require new development projects to conform to State Title 24 Energy Regulations. The demand for new power infrastructure can be reduced by the increased energy conservation.

INFRASTRUCTURE FINANCING

As indicated above, the City's circulation and utility infrastructure requires improvements to provide adequate service to existing development and to accommodate planned development. The cost of implementing these improvements could be substantial. In fact, the cost could prohibit the City from implementing a number of the required improvements unless adequate means of financing improvements can be identified. The City has made infrastructure maintenance and expansion a priority to encourage new development projects and stimulate the local economy. To this end, alternative financing methods will be used to fund infrastructure improvement projects. That is, the City will seek other methods to pay for infrastructure projects instead of drawing on the City's General Fund, (which is primarily composed of property and sales tax revenues).

The City will establish a revised development impact fee program for new development projects. The purpose of the development impact fee program is to require developers to compensate the City for the increased demand for municipal services and infrastructure caused by implementation of new projects. The City has been implementing a development impact fee program since 1991 which includes impact fees for public facilities including streets. The existing program, however, does not include impact fees for water and sewer infrastructure.

The City will expand the development impact fee program to include impact fees for water and sewer infrastructure. The existing sewer availability fee will be incorporated into the development impact fee program. When the City revises the development impact fee program, performance standards for circulation, water, sewer, and power infrastructure, in addition to other municipal services, should be established. The performance standards should address a specified level of performance rather than a prescribed type of improvement. All proposed development projects should be assessed for potential impacts to City infrastructure using the performance standards.

The impact fees will be reviewed to ensure that they directly relate to the infrastructure performance standards and current construction and administrative costs. In addition, the City will ensure that the impact fees are consistent with the costs incurred by the City. In lieu of paying development

impact fees for infrastructure improvements, the developer can construct the required improvements according to City codes.

The City shall also consider the use of assessment districts, industrial development bonds, Mello-Roos Districts, and other techniques for financing improvements to serve both existing and new development. For large infrastructure projects that will benefit several property owners, the City will prepare a phasing plan for cumulative infrastructure improvements. The objective of the phasing plan is to equitably share the infrastructure costs among benefitting property owners. The phasing plan will identify the demand threshold at which point improvements will be required, the fair share costs to be paid by benefitting property owners, and the payment schedule.

One of the basic long-term goals underlying the Brawley General Plan is to diversify and expand the local economy. To attract new commercial and industrial uses and offer competitive incentives, the City will retain some flexibility in determining alternative financing mechanisms for projects of benefit to the community. The City may elect to reduce or waive particular development impact fees or use municipal bonds to fund infrastructure improvements. Regardless of the selected financing mechanisms, the City will ensure the adequate provision of infrastructure necessary to support future growth.

RESOURCE MANAGEMENT ELEMENT

CITY OF BRAWLEY

GENERAL PLAN

January 1995

RESOURCE MANAGEMENT ELEMENT

CITY OF BRAWLEY

GENERAL PLAN

January 1995

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INTRODUCTION TO THE RESOURCE MANAGEMENT ELEMENT

The City of Brawley is rich in important environmental resources. This element deals with the Brawley environmental resources, including water, air, plant and animal life, agricultural lands, cultural resources, and geothermal resources. Conservation of these natural resources will contribute to maintaining and enhancing Brawley's unique character and environmental health. The Resource Management Element expresses the City's intention to ensure the conservation of natural resources while providing opportunities for economic development and growth. Natural resources in the City are identified and goals are established to protect environmental quality and minimize degradation.

The following actions are recommended in this element to enhance and protect significant natural resources in the Planning Area:

- Reduce the generation of air pollutants by reducing transportation trips and energy conservation;
- Designate New River corridor as Open Space to protect riparian vegetation and bluffs;
- Review proposed project within City and unincorporated portions of Planning Area for environmental impacts and establish mitigation measures;
- Conserve water supplies and maximize efficient use of energy;
- Support regional efforts to improve the water quality of the New River and reduce non-point source pollutants;
- Promote recycling of solid waste;
- Review proposed projects for potential impacts to historic and archaeological resources;
- Protect agricultural land by designating substantial acreage for agricultural production, preventing leap-frog development, and enforcing the County Right-to-Farm Ordinance; and
- Support the development of geothermal resources in the Planning Area and review proposed projects for environmental impacts.

PURPOSE OF THE RESOURCE MANAGEMENT ELEMENT

The Resource Management Element meets State requirements concerning the Conservation Element as defined in Sections 65302(d) of the Government Code. According to these requirements, the Conservation Element must contain goals and policies that further the protection and maintenance of the State's natural resources such as water, soils, wildlife, minerals, and other natural resources, and prevents their wasteful exploitation, degradation, and destruction.

The purpose of this Element is to identify important natural resources in the City of Brawley and to develop policies and implementation programs to be used in future years to guide sustainable use of the City's resources. The City also utilizes and affects environmental resources outside of its boundaries. As a result, some regional resource issues are addressed in the Resource Management such as regional air quality, regional water quality and supply, regional landfill capacity, and energy conservation.

SCOPE AND CONTENT OF THE ELEMENT

In addition to this Introduction, the Resource Management Element is composed of three major sections: Summary of Resource Management Issues; Resource Management Goals and Policies; and Resource Management Plan. Specific implementation programs for this Element are contained in the overall Implementation Plan. The Summary of Resource Management Issues section establishes the basis for the formulation and expression of the City's goals and policies related to the conservation of environmental resources. The Resource Management Goals and Policies section establishes resource management objectives and a decision-making framework for City leaders to use in evaluating the potential environmental impacts of future projects.

The Resource Management Plan section provides programs to protect air and water quality, and conserve and protect biological resources, unique geologic features, agricultural lands and soils, historic and archaeological resources, and geothermal resources. Energy conservation and reduction of solid waste generation are also addressed. The Resource Management implementation programs contained in the Implementation Plan are based on the goals and policies identified in the Element.

RELATED PLANS AND PROGRAMS

There are a number of existing plans and programs which are directly applicable to the aims and objectives of this Element. These plans and programs were enacted through federal, state, and local legislation and are administered by agencies or special districts that have been delegated with powers to enforce federal, state, and local laws.

Federal laws that are concerned with the protection of significant cultural and natural resources include the Endangered Species Act of 1973 (as amended in 1978), the Antiquities Act and the National Historic Preservation Act of 1966, and the National Environmental Protection Act (NEPA).

California Environmental Quality Act Law and Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate that called for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedure, and any subsequent analysis are described in the CEQA Law and Guidelines as amended in 1993. CEQA will continue to be instrumental in ensuring that the impacts of all potentially significant projects are assessed and mitigated.

California Fish and Game Regulations

The California Fish and Game Code was adopted by the State legislature to protect the fish and wildlife resources of the State. Special permits are required for any lake or stream alterations, dredging, or other activities that may affect fish and game habitat.

Integrated Waste Management ACT

The California Integrated Waste Management Act (Assembly Bill 939) of 1989 shifted the focus of waste management in California from "solid waste management with dependence on landfill disposal", to "integrate waste management" with emphasis on source reduction, recycling, and composting as primary diversion strategies. By July 1, 1991, each county must prepare and submit to the state waste management board, a county wide integrated waste management plan (CIWMP) consisting of: (1) source reduction and recycling elements from each city and the unincorporated area; (2) city and county household hazardous waste elements; and (3) a countywide siting element (the term "element" means component of the county IWMP and should not be confused elements of a city or county general plan). In addition to these three elements of the plan, each CIWMP must include a summary of significant waste management problems facing the county and an overview of the steps that will be taken by local agencies to meet the purposes of the State Act.

Surface Mining and Reclamation Act (SMARA)

The California Surface Mining and Reclamation Act (SMARA) of 1975 requires local governments to address mineral recovery activities through the direct regulation of mining operations, and through planning policies that balance the mineral resource needs of the state with the maintenance of environmental quality. SMARA requires cities and counties to adopt ordinances conforming with state policy for the review and approval of reclamation plans and permits to conduct surface mining operations. Upon request, the State Geologist is responsible for preparing a geological

inventory and classification of selected important mineral commodities by region. Within 12 months of receiving the classification report and maps, a city or county must amend its general plan to include mineral resource management policies recognizing the classification information, managing land uses which may affect areas of statewide or regional significance, and emphasizing the conservation and development of identified significant mineral deposits. The draft mineral resource management policies and subsequent amendments to policies must be submitted to the Mining and Geology Board for review and comment prior to local agency adoption. For areas of regional or statewide significance, approval of incompatible land uses by a local agency requires a specific statement of why incompatible use is allowed considering the regional importance of the resource (Public Resources Section 2770 et. seq.)

Imperial Irrigation District Water Conservation Programs

The Imperial Irrigation District (IID) has initiated many water conservation programs in Imperial County and participated in various programs in cooperation with governmental agencies. The Water Conservation Agreement between the IID and the Metropolitan Water District of Southern California (MWD) provides for the implementation of water conservation projects, which are to be funded by the MWD, during a five-year period. In return, MWD is eligible to divert an additional amount of water that is equivalent to the amount of water conserved. The water conservation projects implemented through the agreement primarily focus on increasing the efficiency of the IID's water conveyance system and conserving water in agricultural operations. Through this agreement, 26,700 acre-feet of water have been conserved since December 1990.

Imperial County Air Pollution Control District Air Quality Attainment Plan

The Imperial County Air Pollution Control District prepared the Air Quality Attainment Plan for reduction of ozone-forming emissions and attainment of ozone standards. The plan contains 19 measures proposed for adoption and four additional measures proposed for further study. The measures proposed for adoption include reducing the amount of reactive organic gas in paints, controlling landfill gases, and changing commercial dry-cleaning machines. The reduction of agricultural burning is one of the measures proposed for further study.

Conservation and Open Space Element of the Imperial County General Plan

The County's Conservation and Open Space Element includes an inventory of natural resources located in the County such as biological resources, cultural resources, soils, minerals, energy, regional aesthetics, air quality, and open space. The Element also includes goals, policies, and programs to develop, manage, preserve, and conserve the County's resources. The Conservation and Open Space Element contains sources of regional information affecting the Brawley area.

Water Element of the Imperial County General Plan

The purpose of the Water Element of the County General Plan is to identify and analyze the types of water resources within Imperial County and to assure that goals and policies are adopted that preserve and enhance water availability and quality. Implementation of the policies of the Water Element will assure that water resources are conserved and utilized to enhance long-term availability, while providing for current supplies and demands. In addition, the Water Element facilitates the improved use and distribution of water in Imperial County, including the expansion of current water conservation programs.

Agricultural Element of the Imperial County General Plan

The Agricultural Element of the County General Plan is a comprehensive, long-term expression of the County's goals with regard to agriculture and serves as the foundation for future County development decisions. The overall purpose of the Agricultural Element is to describe the status and trends of agricultural resources in the County, and identify the goals, policies, and measures to conserve agricultural lands while minimizing and/or avoiding conflicts with urban and other land uses.

County Right-To-Farm Ordinance

In response to potential threats to agricultural productivity posed by increased non-agricultural land uses, the County adopted the Right-to-Farm Ordinance in 1990. The ordinance requires that existing and potential owners of property near agricultural lands be notified that they may be subject to inconvenience or discomfort from the nearby agricultural operations. Existing and potential owners must also be notified that they must be willing to accept such inconvenience or discomfort as a normal and necessary aspect of living in a county with an active agricultural sector. The ordinance supports agricultural activity and clarifies the circumstances under which agricultural operations may be considered a nuisance.

RELATIONSHIP TO THE OTHER GENERAL PLAN ELEMENTS

All Elements of this General Plan must interrelate and be internally consistent. Some of the policies and programs of each Element may also address issues that are the primary subjects of other Elements. Other Elements of the General Plan contain policies and programs which support the policies and programs of the Resource Management Element. The Land Use Element and the Open Space/Recreation Element relate most closely to the Resource Conservation Element.

The Land Use Element establishes a pattern of planned land uses to eventually be developed. In developing the planned land use pattern, the City considered the location of important natural resources and designed the plan to maximize conservation and environmental quality. The Land Use

Element also contains specific policies that address conservation of agricultural lands. The Open Space/Recreation Element designates open space for the preservation of natural resources and for the managed production of resources.

The other Elements of the General Plan also support the Resource Conservation Element. The Infrastructure Element contains implementation programs to increase the use of alternative transportation modes which will subsequently improve air quality and conserve energy. The Infrastructure Element promotes water conservation and identifies improvements to the sewer system to prevent sewage spills and environmental impacts. Policies and programs of the Public Safety/Noise Element are designed to reduce the threat of hazardous material accidents and subsequently protect the quality of local water supplies, air, and soils. The Economic Development Element recognizes the need to maintain environmental quality while promoting long-term economic growth. Taken as a whole, all of the General Plan Elements contribute to the conservation of environmental resources and insure sustained environmental quality.

RESOURCE MANAGEMENT ISSUES

This section describes the issues, needs, opportunities, and constraints of the City of Brawley relative to resource management.

AIR QUALITY

- Maintaining a high level of air quality within the community is important.
- State and federal air standards for ozone and particulate matter in the region are exceeded.

NATURAL RESOURCES AND UNIQUE NATURAL FEATURES

- Natural resources are an important characteristic of the community that warrant recognition and preservation.
- Preserving areas that are conducive to the long-term survival of rare or endangered plant and animal species is necessary.
- The City should coordinate with the County to conserve important natural resources in the County-designated Urban Area that surrounds the City.

WATER RESOURCES

- Water conservation is necessary to avoid the effects of potential shortages.
- Wastewater recycling is an important conservation measure.
- Maintaining the quality of surface and groundwater is important (for example, water quality of the New River is controlled by the Regional Water Quality Control Board).

SOLID WASTE RECYCLING

- The City must implement AB 939 State and Federal mandates which mandates solid waste reduction programs.

ENERGY RESOURCE CONSERVATION

- Conservation of available sources of energy (electricity and natural gas) is needed to avoid the impacts of shortages.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

- Brawley's location near the New River makes it a potentially important archaeological resource area.
- Historical resources in Brawley should be preserved to maintain community character and provide a historical context.

AGRICULTURAL SOILS/LANDS

- Conservation of soils associated with productive agricultural lands is essential.

GEOTHERMAL RESOURCES

- The City of Brawley is located within the North Brawley Known Geothermal Resource Area and the County North Brawley Geothermal Zone.

RESOURCE MANAGEMENT GOALS AND POLICIES

The following goals and policies have been developed to address identified resource management issues in Brawley.

AIR QUALITY

The quality of the air in the Imperial Valley must be improved to meet state and federal mandates. Regional cooperation and local action are both necessary to achieve air quality improvements.

GOAL 1: Reduce air pollution through proper land use, transportation and energy use planning.

Policy 1.1: Cooperate with the Imperial County Air Pollution Control District and the Southern California Association of Governments in their effort to implement provisions of the region's Air Quality Management Plan, as amended.

Policy 1.2: Design vehicular access to commercial land uses from arterial streets to improve vehicular ingress and egress.

Policy 1.3: Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 1.4: Develop neighborhood parks and/or joint use facilities near future concentrations of residents to encourage pedestrian travel to the recreation facilities.

Policy 1.5: Provide commercial areas that are conducive to pedestrian and bicyclist circulation.

Policy 1.6: Cooperate and participate in regional air quality management plans, programs, and enforcement measures.

Policy 1.7: Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.

GOAL 2: Improve air quality by influencing transportation choices of mode, time of day, or whether to travel.

Policy 2.1: Seek to reduce vehicle trips through incentives, regulations and/or Transportation Demand Management (TDM) programs.

Policy 2.2: Seek to reduce total vehicle miles traveled (VMT) through incentives, regulations and/or Transportation Demand Management.

Policy 2.3: Promote modified work schedules which reduce peak period auto travel.

Policy 2.4: Promote all forms of transit serving the City and the urbanized portions of Imperial County.

Policy 2.5: Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.

Policy 2.6: Encourage employer rideshare and transit incentives programs by local businesses.

Policy 2.7: Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours.

Policy 2.8: Implement Citywide traffic flow improvements outlined in the Infrastructure Element.

Policy 2.9: Integrate air quality planning with the land use and transportation process.

Policy 2.10: Promote the development of new commercial, industrial, and recreational businesses to provide local jobs for City residents and reduce commuting traffic.

GOAL 3: Reduce particulate emissions to the greatest extent feasible.

Policy 3.1: Comply with regulations, and/or procedures to minimize particulate emissions as per State requirements.

GOAL 4: Reduce emissions through reduced energy consumption.

Policy 4.1: Promote energy conservation in all sectors of the City including residential, commercial, and industrial.

Policy 4.2: Promote local recycling of wastes and the use of recycled materials.

Policy 4.3: Encourage and promote all new development to be constructed with energy efficient lighting, air conditioning, and heating systems.

Policy 4.4: Encourage and promote all new developments to be designed structurally to maximize cooling efficiency and natural shade.

Policy 4.5: Encourage and promote all new developments to incorporate trees to maximize natural shade and air pollution control.

NATURAL RESOURCES AND UNIQUE NATURAL FEATURES

Brawley possesses important natural resources and features that warrant protection, preservation, and management as the community grows. The most significant natural resources are associated with the New River and scenic landscape views are enjoyed throughout much of the City.

GOAL 5: Conserve and protect natural plant and animal communities.

Policy 5.1: Identify and conserve important plant communities and wildlife habitats, such as riparian areas, wildlife movement corridors, wetlands, and significant tree stands by requiring development proposals in areas expected to contain important plant and animal communities to include biological assessments.

Policy 5.2: Require new development to revegetate environmentally sensitive graded areas.

Policy 5.3: Ensure that future development located near the New River does not adversely impact riparian habitat.

GOAL 6: Conserve and protect significant topographical features, important watershed areas, resources, and soils.

Policy 6.1: Encourage the preservation of the unique variety of land forms indigenous in bluff areas, and ensure that the development process is structured to ensure that grading and siting practice reflects the natural topography.

Policy 6.2: Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.

Policy 6.3: Encourage the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems.

Policy 6.4: Place restrictions upon and apply standards to the development of floodplain areas, ecologically sensitive areas and potentially hazardous areas.

Policy 6.5: Review applications for building and grading permits, and applications for subdivision for adjacency to, threats from, and impacts on geological hazards arising from seismic events, landslides, or other geologic hazards such as expansive soils and subsidence areas.

Policy 6.6: Site planning and architectural design shall respond to the natural landform whenever possible to minimize grading and watershed intrusion.

Policy 6.7: Consider public acquisition of significant land resources for open space when funds are available.

Policy 6.8: Require geotechnical studies for developments that are proposed for steep slopes and where geological instability may be suspected.

Policy 6.9: Significant natural features shall be preserved and incorporated into proposed development projects.

Policy 6.10: Mitigate the impacts of development on sensitive lands such as steep slopes, wetlands, cultural resources, and sensitive habitats through the environmental review process.

Policy 6.11: Encourage retention of permanent open space through dedication as a part of the development review/subdivision process.

Policy 6.12: Concentrate higher intensity uses in areas containing less sensitive landforms and preserve the most sensitive landform resources as open space.

Policy 6.13: Non-developable or constrained areas should be evaluated for possible use as open space or recreational use.

Policy 6.14: Design an integrated open space system in the City that includes landscaped medians and parkways in City streets, the City's park system, bicycle and pedestrian trail systems, and active and passive open space with consideration given to developing guidelines to integrate the system with private open space.

Policy 6.15: Site buildings and align roadways to maximize public visual exposure to natural features.

GOAL 7: Coordinate with the County to conserve important natural resources in the unincorporated land in the Brawley Planning Area.

Policy 7.1: Review all applications for development in the unincorporated land in the Brawley Planning Area and recommend any necessary revisions to conserve natural resources.

Policy 7.2: Identify important natural resources in the unincorporated land in the Brawley Planning Area and apply conservation strategies with the County Planning Department.

WATER RESOURCES

Because Brawley is located in a desert climate, water supply and quality are particularly important resource issues. Urban and agricultural activity within

the Planning Area is dependent on imported water. The Planning Area is traversed by the New River, which is one of the few natural surface streams in the region and subject to very poor water quality.

GOAL 8: Protect water quality and conserve water supply.

Policy 8.1: Protect groundwater resources from depletion and sources of pollution.

Policy 8.2: Conserve imported water by requiring water conservation techniques and water conserving appliances, in rehabilitated and new projects.

Policy 8.3: Support the development and usage of waste water recycling production and use wherever possible and economically feasible.

Policy 8.4: Protect water quality by supporting the efforts of agencies responsible for enforcement of water quality standards for water imported into the County and the quality of water in the groundwater basin and streams.

Policy 8.5: Coordinate water quality and supply programs with all responsible water agencies, and cooperate and participate in plan preparation and programs.

Policy 8.6: Reduce and attempt to eliminate contamination of water supply from industrial and agricultural operations.

Policy 8.7: Encourage regional efforts to clean and improve the water quality of the New River.

Policy 8.8: Encourage the Imperial Irrigation District to promote water conservation practices and safety in agricultural activities.

SOLID WASTE RECYCLING

Managing the creation, use, and disposal of solid waste is an essential part of life in an urban community. Recent state legislation requires City's to aggressively pursue solid waste recycling and source reduction.

GOAL 9: Reduce or control solid waste produced in the City.

Policy 9.1: Implement policies of the Brawley Source Reduction and Recycling Plan which will become an Element of the County IWMP in 1994.

Policy 9.2: Maximize public awareness of all source reduction programs, including opportunities for community feedback and school education.

Policy 9.3: Maximize integration of all source reduction programs.

Policy 9.4: Assist in the development of local, regional, and statewide markets for materials collected and processed through the source reduction programs.

Policy 9.5: Assist in the siting and development of regional land fills in order to participate in the benefits of revenues generated by such uses.

ENERGY RESOURCE CONSERVATION

Energy resources are highly valued and their conservation is important for sustaining the community and meeting future demands. In addition, reduced energy consumption is related to reduced generation of related air pollutant emissions. Regional air quality is thereby improved from increased energy conservation.

GOAL 10: Conserve energy resources through use of available energy technology and conservation practices.

Policy 10.1: Encourage innovative building design, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

Policy 10.2: Maintain local legislation to establish, update and implement energy performance building code requirements established under State Title 24 Energy Regulations.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Brawley possesses important cultural resources which provide a sense of history and origin. These resources can be conserved for future generations through proper identification and planning.

GOAL 11: Maintain and enhance the City's unique culturally and historically significant building sites or features.

Policy 11.1: Identify, designate, and protect facilities of historical significance and maintain an inventory.

Policy 11.2: Retain and protect significant areas of archaeological, paleontological, or historical value for education and scientific purposes.

Policy 11.3: Development adjacent to a place, structure or object found to be of historic significance should be designed so that the uses permitted and the architectural design will protect the visual setting of the historical site.

Policy 11.4: Encourage public awareness of landmarks and historical artifacts.

GOAL 12: Preserve Brawley's archaeological resources.

Policy 12.1: Require a site inspection by certified archaeologists for new development in designated sensitive areas.

Policy 12.2: Require mitigation measures where development will affect archaeological resources.

AGRICULTURAL SOILS/LANDS

Productive agricultural soils occur in the Brawley Planning Area. A balance between new urban development and conservation of agricultural lands is important for expansion of the local economy, conservation of prime agricultural soils for continued agricultural production, and maintenance of the City's rural character.

GOAL 13: Conserve and protect designated agricultural lands and plan for their continued use.

Policy 13.1: All Important Farmland, including the categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance, as defined by State and Federal agencies, outside the Brawley Urban Area should be reserved for agricultural uses.

Policy 13.2: Encourage infill development and establish buffers between agricultural and non-agricultural uses.

Policy 13.3: Provide adequate circulation routes for the transport of agricultural products and machinery.

Policy 13.4: Require adequate drainage facilities for all new development projects to prevent runoff into agriculture lands and subsequent erosion of agricultural soils.

Policy 13.5: Limit the introduction of conflicting uses into farming areas, including residential development of existing parcels which may

create the potential for conflict with continued agricultural use of adjacent property.

Policy 13.6: Prohibit "leapfrogging" or checkerboard patterns of non-agricultural development in designated agricultural areas.

Policy 13.7: Encourage the maintenance of existing businesses that support agricultural production and the transportation of agricultural products and encourage the establishment of similar new businesses.

Policy 13.8: Proposed development must be contiguous to the City's corporate boundary, and must be sequential and orderly.

Policy 13.9: Where new residential uses are established next to agricultural lands, require residential developers to mitigate adverse effects from the exposure of residents to agricultural chemicals, dust and other "nuisances" in a manner that is consistent the County Right-to-Farm Ordinance.

GOAL 14: Manage the production of economically valuable agricultural resources to achieve a balance between current market forces and long-term community values.

Policy 14.1: Support the County's Right to Farm Ordinance.

GEOTHERMAL RESOURCES

Known Geothermal Resource Areas are present in the Brawley Planning Area and contain some of the most valuable geothermal resources in the world. Geothermal resources are being developed in Imperial Valley to provide a relatively clean source of power.

GOAL 15: Encourage expanded development of Brawley geothermal resources.

Policy 15.1: Coordinate any development of geothermal resources with the County and power-providing entities.

Policy 15.2: Review current information on existing and planned geothermal development projects in the County.

Policy 15.3: Monitor existing and future geothermal energy projects, located within and adjacent to the Planning Area, for environmental impacts.

RELATED GOALS AND POLICIES

Goals and policies of the other Brawley General Plan Elements also relate to resource management issues. Internal consistency is a major legislative requirement for all general plans. Table RM-1 shows the goals and policies of the Resource Management Element that are related to the other Elements of the Brawley General Plan.

**TABLE RM-1
RESOURCE MANAGEMENT
RELATED GOALS AND POLICIES BY ELEMENT**

Resource Management Issue Area	Related Goals and Policies by Element						
	Land Use	Infra-structure	Resource Management	Open Space/ Recreation	Public Safety/ Noise	Economic Development	Housing
Air Quality	1.2, 1.7, 7.9	1.5, 1.11, 6.3, 6.5, 6.6, 7.3, 7.5, 7.6, 7.8, 8.1-8.6, 9.1-9.9				5.1, 6.1	
Natural Resources and Unique Natural Features				1.1, 7.5, 8.6	2.3		
Water Resources		10.2, 11.1-11.3		1.1	3.11		
Solid Waste Recycling							
Energy Resource Conservation		15.1, 15.2					6
Historic and Archaeologic Resources	7.5, 8.5			1.1			
Agricultural Soils/Lands	5.7, 6.2, 10.3, 12.1, 12.2, 12.3, 12.4	2.7		2.1, 2.2	3.12		
Geothermal Resources							

RESOURCE MANAGEMENT PLAN

The Resource Management Plan describes the approach to be used in implementing conservation goals and policies and addresses preservation of the City's remaining environmental resources. The Resource Management Plan also addresses the City's approach to conserving those regional natural resources affected by development within Brawley (i.e., air quality and water resources). The General Plan Implementation Program contains specific programs the City will follow to carry out the general approach discussed below.

AIR QUALITY

Clean air is a valuable and essential resource which affects many aspects of our daily lives. It is vital to our health and welfare, to the local agricultural economy, and to the quality of life enjoyed by local residents, which in turn affects the City's ability to attract new business and industry. The Brawley Planning Area is located in Imperial County and is under the jurisdiction of the Imperial County Air Pollution Control District (APCD). The APCD and the state Air Resource Board share the responsibility for ensuring that state and federal ambient air quality standards are achieved and maintained within the County. State standards for ozone and particulate matter are presently exceeded in Imperial County. The major sources of ozone constituents are on-road vehicles; other mobile sources such as trains, off-road vehicles, and government aircraft; the burning of agricultural debris; and manufacturing and industrial processes. Windblown dust and sand, which naturally occurs, constitutes more than 90 percent of particulate matter.

The APCD has prepared the 1991 Air Quality Attainment Plan to comply with the California Clean Air Act and establish programs to reduce ozone to acceptable levels. Particulate matter is not addressed in the APCD Attainment Plan because many of the measures designed to reduce ozone-forming emissions will also reduce particulate matter and the preponderance of particulate matter is from wind and natural sources which cannot be readily controlled. The programs established in the APCD Attainment Plan are reflected in the goals and policies contained in this and related implementation plans and programs.

The air quality policies of the Resource Management Element primarily rely on land use, transportation, and energy conservation measures to reduce the generation of emissions in Brawley. The City will decrease automobile trips by locating diverse land uses, (residential, commercial, and recreational uses), within walking or bicycling distance. In addition, the City will seek to reduce trips and miles traveled with incentives, regulations, and Transportation Demand Management programs. To reduce emissions generated by power generation plants and the combustion of natural gas, the City will encourage the incorporation of energy efficient structural designs and systems in new

development projects and rehabilitation of existing development. In addition to reducing ozone constituents pursuant to the APCD Attainment Plan, the City will take steps to manage particulate emissions.

NATURAL RESOURCES AND UNIQUE NATURAL FEATURES

While the majority of the Brawley Planning Area is urbanized or used for agricultural production, important natural resources remain and contribute to the unique character of the City. As illustrated in Figure RM-1, the most significant natural features of Brawley are associated with the New River. The riparian habitat supports a variety of wildlife and the bluffs provide topographic relief from the flat valley. Scenic views are enjoyed throughout Brawley including panoramic views of the stark topography of the Chocolate Mountains in the east and the foothills of the Peninsular Range in the west, the New River riparian corridor, and agricultural open space. The natural features and views are important to maintain for a pleasant and healthy environment for Brawley residents.

Because the most important natural features are related to the New River, most of the New River corridor in the Planning Area is designated as Open Space in the General Plan Land Use Element. The Open Space designation only allows the development of parks and other recreational facilities. Due to the low intensity of land uses allowed by this land use designation, the natural features related to the New River receive some protection.

To further protect important natural resources, the City will review all new development proposals for potential environmental impacts according to the California Environmental Quality Act (CEQA), including potential impacts to natural plant and animal communities, and unique topographic landforms (e.g., New River bluffs). In addition, geologic constraints, such as steep slopes and unstable soils, will be assessed. Potential impacts to important natural features will be avoided by incorporating the resources into development projects or mitigated with appropriate measures.

To maintain the visual character of Brawley, the City will assess new development projects for impacts to public views. In particular, the City will encourage the maintenance of public views of New River corridor and minimize the disruption of public views of surrounding landscape and distant mountains. The City will particularly focus on the preservation of public views from major circulation roadways. New development projects will be encouraged to conform to the natural topography.

The outlying western, northern, and southern parts of the Brawley Planning Area are unincorporated County lands. Most of the unincorporated lands are used for agricultural production but they also contain some important natural resources that require protection. Portions of the riparian habitat and bluffs associated with the New River are located in County unincorporated lands in addition to some natural desert vegetation and panoramic views of

surrounding agricultural landscape and steep mountains. To maintain the integrity of these important resources, the City of Brawley will review all applications for development in the unincorporated land in the Brawley Planning Area and recommend any necessary revisions to conserve natural resources.

WATER RESOURCES

Two types of water resource issues will be addressed by the City in future years: the quality of surface water and the availability of water for domestic and agricultural uses.

The New River, which flows from the southwestern corner to the northern portion of the Brawley Planning Area, is highly polluted with raw sewage and toxic materials as it flows through Mexico toward the United States. Once the New River crosses the international border, it is used to collect agricultural runoff which contains pesticides, fertilizers, high salinity levels, and sediment. The New River continues north and terminates at the Salton Sea, which is an important wildlife refuge. The City of Brawley will take measures to improve the quality of agricultural and urban runoff that is produced by the City and deposited into the New River. To this end, the City will require the incorporation of Best Management Practices in new development projects and rehabilitation projects pursuant to the National Pollution System Discharge Permit (NPDES) regulations, and provide information to agricultural and industrial operations within the City on methods to reduce or eliminate surface water contamination. The City will also participate in regional, state, national, and international efforts to improve surface water quality, particularly the New River.

Urban development and agricultural production in Brawley is entirely dependent upon water imported from the Colorado River. As the population of the southwestern United States continues to grow, the competition for limited water supplies will escalate. The environmental impact of big water projects has been recognized and the prospect of new water projects is low. The Imperial Irrigation District, which supplies water to Brawley for both domestic and agricultural purposes, has already entered into an agreement to divert some of its water to the heavily urbanized areas of southern California. The available water supply in Imperial County must be conserved to ensure that adequate amounts are available for planned development and continued agricultural production.

Water conservation in both urban development and agricultural activity will be promoted by the City. New development and rehabilitation projects will be required to make maximum use of water conservation techniques and the use of drought resistant plant species in ornamental landscaping will be encouraged. In addition, the City will consider using reclaimed water; work with the County, Imperial Irrigation District, and local farmers to develop and implement conservation strategies for agricultural production; and support the Imperial Irrigation District in its efforts to maintain local water

supplies and underground or cover irrigation canals for safety and conservation purposes.

SOLID WASTE RECYCLING

As development proceeds in Brawley, more solid waste will be generated. The increased amounts of solid waste will require expansion of the City's solid waste collection service and will accelerate the closure of local landfills. To reduce the environmental impacts of increased amounts of solid waste, the City will comply with the Integrated Waste Management Act by developing a Source Reduction Plan, developing public educational and incentive programs to increase recycling among both residential and non-residential uses, and coordinating source reduction programs with the County and other local jurisdictions. The recycling of glass and aluminum will conserve landfill space and production energy, and consequently reduce the generation of air pollutants.

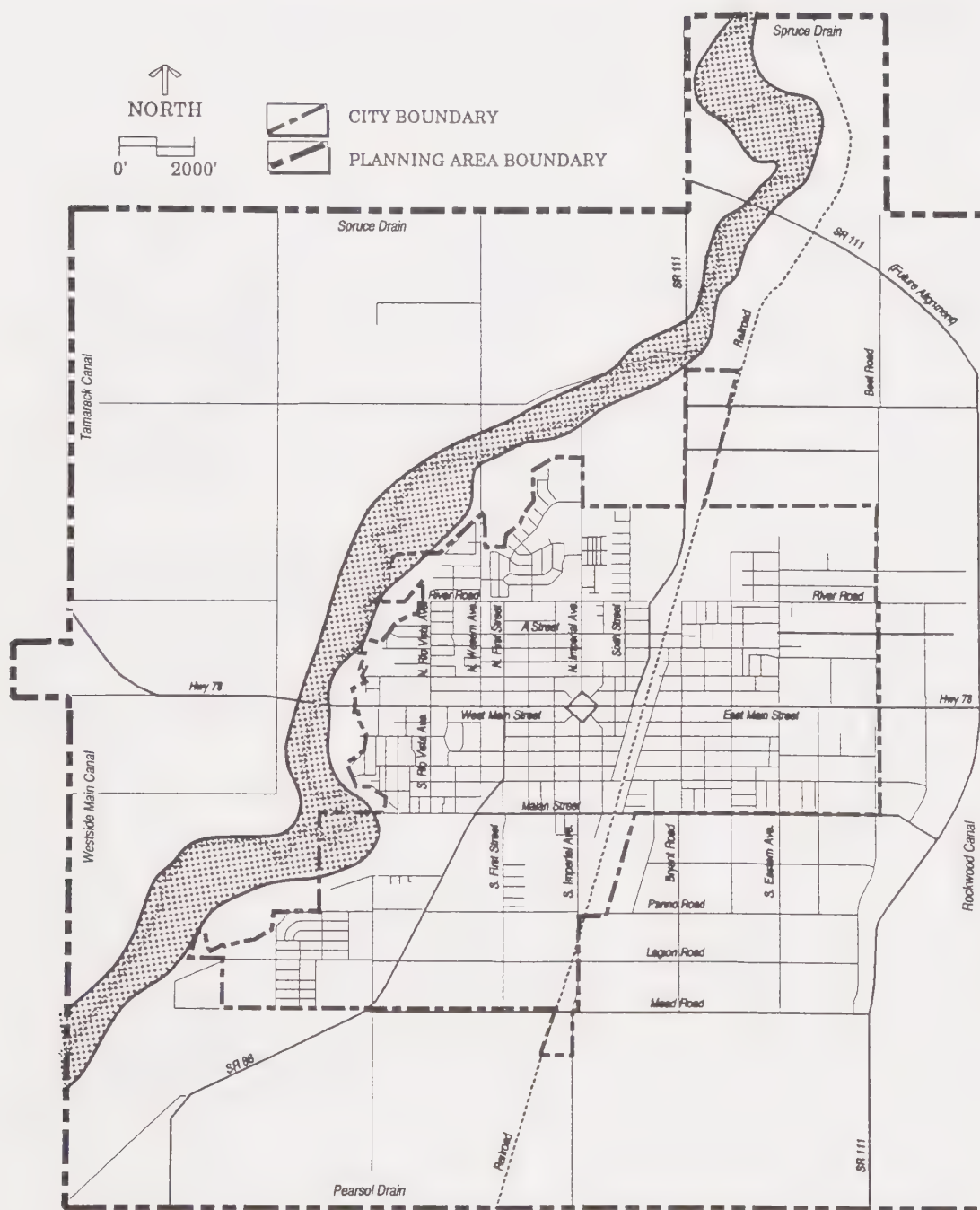
Because of the decreasing availability of landfill space in urbanized areas, several regional landfills have been proposed for the Imperial County area. Substantial revenues will be produced by the operation of a regional landfill. The City will coordinate with the County and other local jurisdictions in the siting and development of regional landfills to identify strategies to participate in the benefits and determine related business and industrial operations that could be located in Brawley.

ENERGY RESOURCE CONSERVATION

Due to the City's location in an arid region, substantial energy is consumed during the cooling of both residential and non-residential structures throughout the summer months. The City will encourage developers to maximize the use of energy conservation lighting and cooling systems in future projects and to incorporate innovative site, building, and landscaping designs to maximize cooling efficiency and natural shade. The City will also follow and implement state Title 24 Energy Regulations through the City Building Code.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Significant archaeological resources potentially occur along undeveloped the banks of the New River and on the terraces overlooking the river corridor. The Kamia culture, a desert subgroup of the Kumeyaay (Diegueno), occupied the Valley prior to the establishment of Anglos. The Kamia lived along surface streams in the Valley, including the New River, and practiced irrigated agriculture. Figure RM-2 shows the general location in Brawley where evidence of the Kamia culture could occur. To prevent the destruction of important artifacts during development in these areas, the City will require a site inspection by a professional archaeologist during the



SOURCE: Imperial County General Plan

Potential Archaeological Resources



Figure RM-2
Important Archaeological Areas

development review process for all projects located in the potential resource area shown in Figure RM-2. If the archaeologist indicates that significant resources exist on the site and will be impacted by proposed development project, the impact shall be avoided or mitigated according to the California Environmental Quality Act Guidelines. Mitigation may involve archaeological investigation and resource recovery. The City will also develop and maintain an inventory of archaeological sites in the Planning Area.

American settlement began in Brawley at the turn of the 20th Century and the City incorporated in 1908. The City initially served as a bedroom community for farmers and cattlemen working in the central part of Imperial Valley. Due to the historic location of Brawley along the railroad, the City also served as an important trading and shipping center. For many years, Brawley contained the largest population concentration in Imperial Valley and a number of residential, commercial, civic, and agricultural structures were constructed. Although many of these structures are no longer standing, there is a potential for the existence of subsurface features such as house foundations, privies, and trash deposits at these locations. The remaining structures and the subsurface features represent important information about Brawley's heritage and provide a temporal context for future generations.

AGRICULTURAL SOILS/LANDS

Imperial County, including the Brawley area, is one of the finest agricultural areas in the world. This accomplishment is due to several environmental and cultural factors including good soils, a year-round growing season, the availability of adequate water transported from the Colorado River by a complex canal system, extensive areas committed to agricultural production, a gently sloping topography, and a climate that is well-suited for growing crops and raising livestock. Agricultural production has been one of the most important economic activities in Brawley throughout the 1900s and is expected to play a major economic role in the foreseeable future. Substantial acreage of Prime Farmland and Farmland of Statewide Importance is located in the Brawley Planning Area (see Figure RM-3). To protect agricultural land in Brawley, the General Plan Land Use Element designates northern, western and southern portions of the Planning Area for agricultural uses.

If agricultural activity becomes constrained by the increased urbanization of Brawley, farmers may find developing their land more profitable than continuing the crop cultivation livestock production. The City will support the agricultural production of productive farmland by considering the circulation requirements for the transport of agricultural products and machinery, enforcing the County's Right-to-Farm Ordinance, and encouraging existing and long-term businesses supporting agricultural production in Brawley. In addition, the City will prevent "leap-frog" development patterns by requiring new residential or non-agricultural commercial uses to be adjacent to an existing urbanized area. Through the City's development review process, proposed non-agricultural projects near areas used for

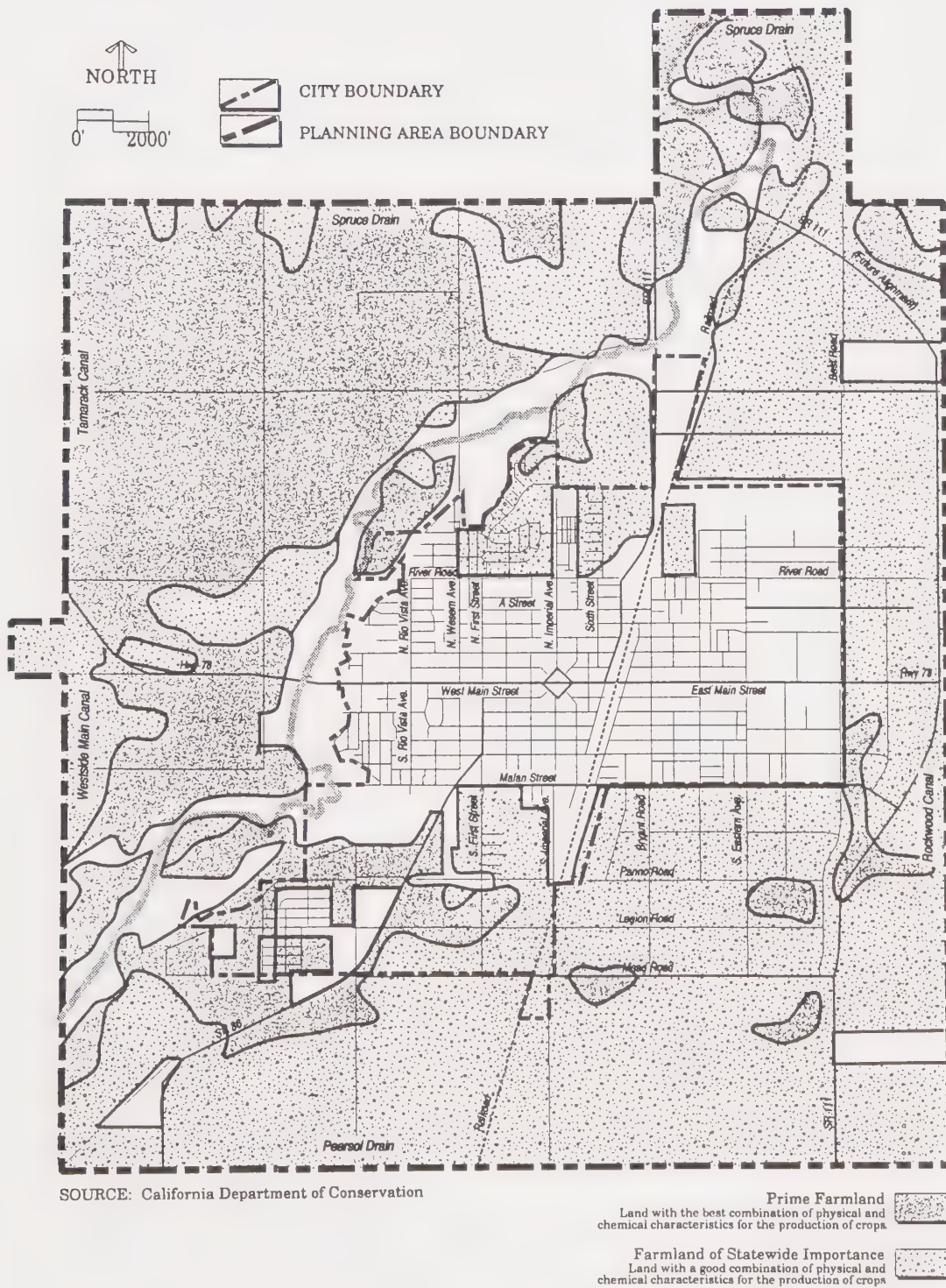


Figure RM-3
Important Farmlands

agricultural purposes will be assessed for potential impacts to agricultural production and potential impacts to the proposed land use. Buffers will be required between agricultural and non-agricultural uses to minimize land use compatibility problems.

GEOHERMAL RESOURCES

Imperial County contains one of the largest, liquid-dominated geothermal resources in the world. In addition, the geothermal resources in the County are hotter and located at shallower depths than geothermal resources in other parts of the world. Liquid-dominated geothermal resources can provide a relatively clean source of power compared to other energy sources (e.g., coal and petroleum reserves), which have resulted in significant impacts to the environment and society. While Imperial County is a national leader in the development of its geothermal resources, development has not progressed as rapidly as projected due to high operating costs, slow growth in utility company demand, and the relatively low cost of oil. Known Geothermal Resource Areas occur within the Brawley Planning Area and one geothermal energy project is located within the Brawley Planning Area.

The City will continue to support and encourage development of the geothermal resources within the Planning Area. In addition to providing an alternative power source, the development of geothermal resources will provide new jobs, stimulate local commerce, and increase tax revenue. While geothermal projects can provide many benefits to Brawley, the potential environmental impacts must be carefully monitored, including loss of agricultural lands, degradation of plant and animal habitat, substantial water usage and contamination, potential for explosion and release of hazardous gases, and land subsidence.

OPEN SPACE/RECREATION ELEMENT

CITY OF BRAWLEY

GENERAL PLAN

January 1995

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INTRODUCTION TO THE OPEN SPACE/RECREATION ELEMENT

Brawley contains considerable amounts of open land, or "open space", which refers to land that is not developed with urban uses. Expansive agricultural fields surround the compact city and public parks are distributed throughout the urban area. The City intends to preserve open space for agricultural production, recreational purposes, scenic enjoyment, and wildlife habitat. As the City develops, maintenance of agricultural lands and the New River corridor will be balanced with economic development interests. New parks will be established to provide recreational opportunities for the growing population.

The Open Space/Recreation Element identifies City goals for the preservation of open space for the preservation of natural resources, managed production of resources (including agricultural lands), protection of public health and safety. In addition, this element also describes goals related to land for parks and other recreational facilities. Actions to achieve the City's long-term open space and recreational goals are established in the element as summarized below:

- Designate the New River corridor as Open Space and limit development to passive and active recreational uses to protect wildlife habitat and protect the public from flood hazards;
- Designate land around the Urban Area for agricultural uses and prevent "leap frog" development;
- Control development near seismic hazard areas and the airport to minimize public safety hazards;
- Use the established park standards to determine City park needs and assess the impacts of new development on parks;
- Utilize alternative methods to obtain parkland including joint-use school facilities, assessment districts, and development impact fees, and require the dedication of parks in new development projects;
- Emphasize stewardship in the operations and maintenance of parks to increase use of existing parks and reduce the demand for new parks; and
- Periodically identify needs for new recreational programs as the population grows and coordinate efforts with other recreational providers.

PURPOSE OF THE OPEN SPACE/RECREATION ELEMENT

The Open Space/Recreation Element meets the requirements of the State-mandated Open Space Element as defined in Section 65302(e) of the Government Code. According to these requirements, the Open Space Element must contain goals and policies concerned with managing all open space areas, including undeveloped lands and outdoor recreational areas. The Open Space Element must specifically identify open space that is left undeveloped for the preservation of natural resources, managed production of natural resources, protection of public health and safety, and lands for parks and recreation.

This element addresses recreational resources and needs beyond the level mandated by State law. The City of Brawley has determined that adequate recreational facilities are necessary to maintain a high quality living environment and has elected to include long-term recreational policies and programs in the City's General Plan. Since the Open Space Element must address lands for parks and recreation, additional recreational policies and programs have been combined with the open space policies and programs as the Open Space/Recreation Element.

SCOPE AND CONTENT OF THE ELEMENT

In addition to this Introduction, the Open Space/Recreation Element is composed of three major sections: Summary of Open Space/Recreation Issues; Open Space/Recreation Goals and Policies; and Open Space/Recreation Plan. Specific implementation programs for this Element are contained in the overall Implementation Program. The Summary of Open Space/Recreation Issues section establishes the basis for the formulation and expression of the City's goals and policies related to the preservation of open space and provision of adequate recreational facilities. The Open Space/Recreation Goals and Policies section establishes open space management and recreation objectives and a decision-making framework for City leaders to use in evaluating the potential impacts of future projects on open space and recreational facilities.

The Open Space/Recreation Plan section provides detailed programs to preserve adequate amounts of open space as the City develops and to provide adequate recreational opportunities for existing and future Brawley residents and visitors. The Open Space/Recreation implementation programs contained in the Implementation Plan are based on the goals and policies identified in the Element and the Open Space/Recreation Plan.

RELATED PLANS AND PROGRAMS

There are a number of existing plans and programs that are directly applicable to the aims and objectives of this Element. These plans and programs have been enacted through federal, state, and local legislation and

are administered by agencies that are delegated with powers to enforce State and local laws.

California Environmental Quality Act Law and Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate that called for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedure, and any subsequent analysis are described in the CEQA Law and Guidelines as amended in 1993. CEQA will continue to be instrumental in ensuring that the impacts of all potentially significant projects are assessed and mitigated.

California Fish and Game Regulations

The California Fish and Game Code was adopted by the State legislature to protect the fish and wildlife resources of the State. Special permits are required for any lake or stream alterations, dredging, or other activities that may affect fish and game habitat.

Alquist-Priolo Special Studies Zones Act

Special studies zones, usually one-quarter mile or less in width, along the traces of potentially and recently active major faults are delineated by the State Geologist and the affected city or county must inform the public of their locations. Disclosure of these zones may be by reference in the general plan and on other local maps. Proposed development plans within these zones must be accompanied by a registered geologist's report which describes any possibility of a surface rupture (Public Resources Code Section 2621 et. seq.).

Surface Mining and Reclamation Act (SMARA)

The California Surface Mining and Reclamation Act (SMARA) of 1975 requires local governments to address mineral recovery activities through the direct regulation of mining operations, and through planning policies that balance the mineral resource needs of the state with the maintenance of environmental quality. SMARA requires cities and counties to adopt ordinances conforming with state policy for the review and approval of reclamation plans and permits to conduct surface mining operations. The State Geologist is responsible for preparing a geological inventory and classification of selected important mineral commodities by region. Within 12 months of receiving the classification report and maps, a city or county must amend its general plan to include mineral resource management policies recognizing the classification information, managing land uses which may affect areas of statewide or regional significance, and emphasizing the conservation and development of identified significant mineral deposits. The draft mineral resource management policies and subsequent amendments to policies must be submitted to the Mining and Geology Board for review and comment prior to local agency adoption. For areas of regional or statewide

significance, approval of incompatible land uses by a local agency requires a specific statement of why incompatible use is allowed considering the regional importance of the resource (Public Resources Section 2770 et. seq.).

Conservation and Open Space Element of the Imperial County General Plan

The Conservation and Open Space Element of the County General Plan includes an inventory of natural resources located in the County such as biological resources, cultural resources, soils, minerals, energy, regional aesthetics, air quality, and open space. The Element also includes goals, policies, and programs to develop, manage, preserve, and conserve the County's resources. The Conservation and Open Space Element contains sources of regional information affecting the Brawley area. Recreation policies and programs are identified as part of the open space component of this Element.

Agricultural Element of the Imperial County General Plan

The Agricultural Element of the County General Plan is a comprehensive, long-term expression of the County's goals with regard to agriculture and serves as the foundation for future County development decisions. The overall purpose of the Agricultural Element is to describe the status and trends of agricultural resources in the County, and identify the goals, policies, and measures to conserve agricultural lands while minimizing and/or avoiding conflicts with urban and other land uses.

County Right-To-Farm Ordinance

In response to potential threats to agricultural productivity posed by increased non-agricultural land uses, the County adopted the Right-to-Farm Ordinance in 1990. The ordinance requires that existing and potential owners of property near agricultural lands be notified that they may be subject to inconvenience or discomfort from the nearby agricultural operations. Existing and potential owners must also be notified that they must be willing to accept such inconvenience or discomfort as a normal and necessary aspect of living in a county with an active agricultural sector. The ordinance supports agricultural activity and clarifies the circumstances under which agricultural operations may be considered a nuisance.

City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan

The City Department of Parks and Recreation Comprehensive Five Year Plan was last updated in 1992 and addresses the issues, conditions, and resources affecting the delivery of park and recreation services to Brawley residents. The plan addresses the current park and recreation system and the potential for expansion, the evaluation of existing resources, the establishment of open space and facility standards, and the identification of major issues impacting the current system.

RELATIONSHIP TO THE OTHER GENERAL PLAN ELEMENTS

As one Element of the General Plan, the Open Space/Recreation Element must be consistent with other General Plan Elements. All Elements of the General Plan are interrelated to a degree, and certain goals and policies of each Element may also address issues that are the primary subjects of other Elements. The Open Space/Recreation Element relates most closely to the Land Use, Conservation, and Public Safety/Noise Elements.

The Land Use Element provides a planned land use pattern with substantial open space acreage. The purpose of the designated open space areas is to minimize development in areas with public safety hazards (i.e., flood plain), identify existing and future park and recreational facility sites, and preserve land with sensitive environmental resources. In addition, substantial acreage in the outlying areas of the City is designated for agricultural uses, which will simultaneously provide open space benefits for City residents.

The Conservation Element contains policy related to the conservation of environmental resources in Brawley. The open space component of the Open Space/Recreation Element provides policy to minimize development in areas with sensitive environmental resources. Information about hazards in Brawley from the Public Safety/Noise Element is used in the Open Space/Recreation Element to identify open space areas for the protection of public health and safety and minimize development therein. Designated open space is also used to buffer residential neighborhoods from excessive noise from traffic.

The other elements of the General Plan also support the Open Space/Recreation Element. Implementation of the policies and programs of the Infrastructure Element will ensure that future parks and recreational facilities are provided adequate water and sewer service and drainage facilities, and that the development of future parks and recreational facilities will not impact traffic circulation. The Economic Development Element identifies methods to increase tax revenue through further development of the City while maintaining adequate open space for the protection and managed use of environmental resources and for future park space. In addition, the Economic Development Element provides a plan for the City to increase tax revenue to develop parks and recreational facilities.

OPEN SPACE/RECREATION ISSUES

Adequate open space and recreational opportunities is important to maintain the quality of life in Brawley. The following section summarizes open space and recreation issues.

OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES

- Preservation of important natural resources is necessary (for example, the New River).
- Some natural resources areas may require open space designations to ensure preservation.

OPEN SPACE FOR MANAGED PRODUCTION OF RESOURCES

- Agricultural lands represent an important economic resource and provide a sense of open space.

OPEN SPACE FOR PROTECTION OF PUBLIC HEALTH AND SAFETY

- Public health and safety of the community can be maintained through avoidance of development in areas with hazardous or special conditions (for example floodplains, earthquake fault zones, and unstable soil areas).
- Open space areas around the airport may be required to protect public safety.

LAND FOR PARKS AND RECREATION

- Areas for outdoor recreation are essential in meeting the recreational needs of the community.
- Both public and private recreational areas are needed within the community.
- Future parks and schools can be designed as "joint use" facilities to maximize public benefit.
- Natural resources can be enhanced to provide greater recreational value to the community.

-
- According to the City's parkland standards, Brawley generally has ample parkland to meet the existing population, but substantial new facilities will be required to accommodate expected population growth.

RECREATION PROGRAMS

- To meet recreational needs of the community and visitors, a wide variety of recreational programs are necessary.
- Effective recreational facilities and programs require stable funding sources to be successful.

OPEN SPACE/RECREATION

GOALS AND POLICIES

The following goals and policies have been developed to address identified open space and recreation issues in Brawley.

OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES

Brawley contains natural resources that should be preserved for future generations. The most significant natural resources are related to the New River and include riparian habitat for sensitive plant and animal species, and steep bluff topography. These natural resources are easily disturbed by development and should be preserved through an open space land use designation.

GOAL 1: Preserve designated open space to preserve natural resources.

Policy 1.1: Preserve designated open space in the New River area to protect important biological habitat and preserve views of the natural river area.

OPEN SPACE FOR MANAGED PRODUCTION OF RESOURCES

Brawley also contains natural resources that are used for the production of beneficial goods. Productive agricultural soils are abundant in the Planning Area and must be managed wisely to avoid degradation of the soils, interference with agricultural activities, and undue loss of acreage to urban uses.

GOAL 2: Designate identified agricultural lands outside the Brawley Urban Area as open space to prevent development, and enhance community character and visual relief.

Policy 2.1: Provide adequate buffers between residential and agricultural land uses.

Policy 2.2: Prevent "checkerboard" or "leap frog" development by only allowing development to occur adjacent to existing urban uses.

OPEN SPACE FOR PROTECTION OF PUBLIC HEALTH AND SAFETY

Various natural and man-made conditions in Brawley could potentially threaten the health and safety of Brawley residents and visitors. By employing appropriate open space areas and restricting development in hazardous areas, the threat of these conditions can be minimized.

GOAL 3: Establish open space required to protect the public from hazards associated with floods, earthquake fault zones, unstable slopes and bluffs, and airplane crashes.

Policy 3.1: Identify potential public safety hazard areas and designate the areas as open space in the Land Use Element.

Policy 3.2: Prevent development from occurring within open space areas designated for public safety reasons.

LAND FOR PARKS AND RECREATION

The park and recreation system in Brawley is a vital part of life in the community. A wide variety of parks are currently distributed throughout Brawley. The existing and future need for parks and recreation can be met through a proactive effort addressing requirements for land and facilities.

GOAL 4: Encourage the development and maintenance of a balanced system of public and private parks and recreation facilities that serves the needs of existing and future residents in the City of Brawley.

Policy 4.1: Preserve public and private open space lands for active and passive recreational opportunities. Utilize zoning and land use control as a means to preserve open space lands.

Policy 4.2: Ensure that the City's laws and related implementation tools relating to park dedication and development (e.g., ordinances, regulations, in-lieu fee schedules, etc.) reflect current land and construction costs, and are, in fact, providing adequate park land and facilities concurrent with population growth.

Policy 4.3: Explore and utilize an acquisition program for open space areas other than an in-fee acquisition; such as open space easements, leaseholds, land donations, and gift annuities.

Policy 4.4: Where sites become available, the City should explore the feasibility of their purchase for additional parkland or recreational facilities in the park service areas where deficiencies exist.

Policy 4.5: Assure that the design and development of public open space results in low cost maintenance, visually unobscured, and readily accessible open space areas.

Policy 4.6: Encourage all future public neighborhood and community parks in the City to be designed as joint-use facilities contiguous with public schools and sharing playfields, playgrounds, and other amenities wherever possible.

Policy 4.7: Encourage and, where appropriate, require the inclusion of recreation facilities and open space within future residential, industrial and commercial developments.

Policy 4.8: For privately owned open space areas located within and of benefit to particular subdivisions, require the incorporation and maintenance to be the financial responsibility of the benefitting property owners and ensure the provision of adequate notice of this responsibility.

Policy 4.9: Evaluate and, where feasible, utilize the opportunities offered by abandoned roads, railroad right-of-ways, and similar environmentally impacted or unused linear open spaces for low-maintenance greenbelts and multi-use trails.

Policy 4.10: Strive to provide Brawley with a full range of recreational opportunities that reflect the community's current and future population size and demographic character.

Policy 4.11: Design new and renovated parks for convenient and accessible use by the disabled, elderly, and otherwise less mobile persons within the community.

GOAL 5: Coordinate local open space and trail areas with the regional facilities of the County and nearby cities.

Policy 5.1: Coordinate with and support efforts by Imperial County, California Department of Fish and Game, U.S. Bureau of Land Management, and the U.S. Fish and Wildlife Service.

Policy 5.2: Coordinate with the Del Rio Country Club to provide maximum public recreational opportunities.

RECREATION PROGRAMS

The population of Brawley is composed of people of different ages and backgrounds and thus a variety of recreational programs are needed.

GOAL 6: Provide a range of informal opportunities and organized recreational, cultural, sports, and life enrichment programs and services which will enable community residents of all ages, interests, and abilities to participate and experience self-satisfaction, personal growth, and fulfillment in leisure activities.

Policy 6.1: Maintain a high level of public awareness as to the full range of park and recreation opportunities available to residents of the community.

Policy 6.2: Actively solicit and respond to the expressed needs and desires of residents regarding the City's parks and recreation program.

Policy 6.3: Promote a constant level of quality and a predictable level of budgeting for recreational programs and services.

Policy 6.4: Provide, as feasible, recreational programs tailored to the needs of the community.

Policy 6.5: Maximize the utilization of existing parks, open space, and facilities within the community for recreational purposes.

Policy 6.6: Obtain the continued support of community groups, corporations, and other segments of the private sector in sponsoring specific parks, improvement programs, and special community events (e.g., Brawley Rodeo, July 4th Celebration, etc.).

Policy 6.7: Cooperate with and provide active support for all non-profit organizations in the City which provide recreational programs which supplement or coordinate with City programs.

Policy 6.8: Work cooperatively with the Brawley school districts to provide after-school activity programs and to make maximum use of school facilities to meet the recreational needs of Brawley residents.

Policy 6.9: Explore additional recreation programs in those areas of the City where recreational deficiencies exist.

GOAL 7: Operate and maintain existing and future parks and recreation facilities so they are safe, clean, and attractive to the public; and preserve, protect, and enhance both existing and potential natural recreation areas to ensure that long-term public investments and values are not unreasonably preempted, compromised, or prevented by neglect or short-term considerations.

Policy 7.1: Estimate and evaluate the cost of operating and maintaining parks and recreation facilities as an integral part of the park design and development process so that Brawley does not accept responsibility for parks and recreation areas which it may not be able to adequately maintain over the long run.

Policy 7.2: Require park designs (including landscape treatments, buildings, irrigation, etc.) that are durable, reasonably standardized, and economical to maintain.

Policy 7.3: Explore the creation, either directly or by condition of development plan approval, Special Benefit or Maintenance Districts and/or community facilities districts for all future public parks.

Policy 7.4: Conserve City resources by not accepting maintenance responsibilities for recreational facilities within new development projects, which by location, layout, design, or otherwise, are limited in their value to non-residents or owners, and which are more properly the responsibility of a local Homeowners' Association or Commercial/Industrial Owners' Association.

Policy 7.5: Utilize, where feasible, significant landscape features and drainage corridors/flood control channels (e.g., New River) as potential multi-use trail rights-of-way and special-use trail rights-of-way and special use recreation sites wherever possible.

GOAL 8: Ensure that park development and recreational goals and policies are pursued and realized in an organized, incremental, and cost-effective manner and consistent with the City of Brawley's financial resources and legal authorities and the appropriate responsibilities of other agencies, the private sector, and individual and group users.

Policy 8.1: Incrementally promote a financially self-supporting system of recreational programs and facilities through various types of user fees and funding opportunities.

Policy 8.2: While promoting a self-supporting recreation system, explore means of providing programs to those who cannot afford to pay.

Policy 8.3: Identify, evaluate, and introduce appropriate revenue-generating activities, potentially including concessionaire-operated facilities, into future community-level and regional-level parks and recreation centers.

Policy 8.4: Develop long-term agreements with the Brawley school districts and, as appropriate, other agencies that will maximize joint-use and multiple-use of facilities, eliminate program uncertainty, and reduce overall operations and maintenance costs.

Policy 8.5: When possible or advisable, ensure that new park lands and recreation facilities are (or by specific commitment, will be) fully improved before the City accepts responsibility for additional lands and facilities.

Policy 8.6: Conserve the City's Quimby Act authority by utilizing, wherever practicable, the City's broad powers to enact and enforce its General Plan, Specific Plan(s), Redevelopment Plan(s), and Zoning Ordinance to secure public and private recreation sites, open space,

trails, and other related land use objectives of community planning significance.

Policy 8.7: Avoid duplication of services wherever possible by coordinating with and interrelating the City's parks and recreational plans with those of other agencies and private providers.

RELATED GOALS AND POLICIES

Goals and policies of the other Brawley General Plan Elements also relate to open space and recreation issues. Internal consistency is a major legislative requirement for all general plans. Table OSR-1 shows the goals and policies of the Open Space/Recreation Element that are related to the other Elements of the Brawley General Plan.

**TABLE OSR-1
OPEN SPACE AND RECREATION
RELATED GOALS AND POLICIES BY ELEMENT**

Open Space and Recreation Issue Area	Related Goals and Policies by Element						
	Land Use	Infra-structure	Resource Management	Open Space/ Recreation	Public Safety/ Noise	Economic Development	Housing
Open Space for Preservation of Natural Resources	13.1, 13.3		5.1, 5.3, 6.7, 6.10, 6.11, 6.16, 7.1, 7.2, 12.1, 12.2			3.4	
Open Space for Managed Production of Resources	5.7, 6.2, 10.3, 12.1, 12.2, 12.3, 12.4	2.7	7.1, 13.1-13.8, 14.1		3.12	3.4	
Open Space for Protection of Public Health and Safety	4.3				1.1, 1.7, 2.1-2.10, 7.1-7.4		
Land for Parks and Recreation	1.11, 8.1, 13.3	9.1, 9.4, 9.5, 9.9	6.11, 6.13, 6.14			3.4, 3.9	4.9
Recreation Programs	11.13		1.7				4.9

OPEN SPACE/RECREATION PLAN

The Open Space/Recreation Plan describes the approach to be used in implementing the open space and recreation goals and policies. The Plan addresses the City's approach to maintaining open space for assorted purposes in addition to providing sufficient recreational opportunities for the City's diverse population. The General Plan Implementation Program contains specific open space and recreational programs the City will follow to carry out the agenda discussed below.

OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES

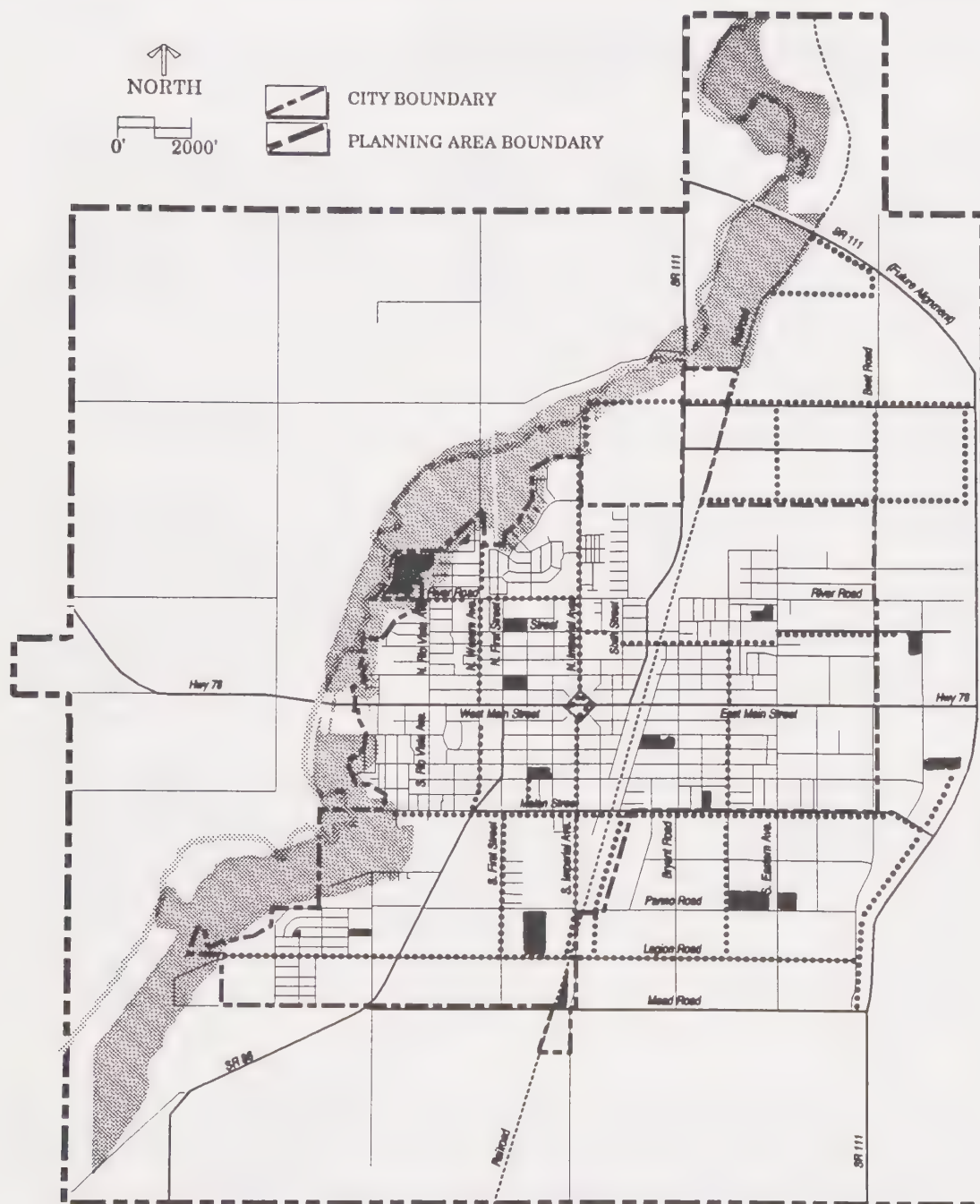
The most important natural resources in Brawley are concentrated along the New River riparian corridor. These resources include sensitive biological habitat, steep bluffs, visual relief, and a surface water stream. The Land Use Plan in the General Plan Land Use Element designates the entire length of the New River Corridor within the Planning Area as Open Space, (with the exception of the area at the intersection of the New River and State Route 78 which is designated for commercial uses). Figure OSR-1 shows the distribution of designated open space.

Development of the land under the Open Space designation will be limited to passive and active recreational uses. The development density allowed under the Open Space category is very low to allow for the preservation of the riparian features. The Resource Management Element of the General Plan establishes goals and policies that require assessment of development projects within the New River corridor for potential impacts to important natural resources. Projects will either be redesigned to avoid impacting resources in the New River corridor or appropriate mitigation measures will be required.

As development proceeds in Brawley, additional open space may be designated outside of the New River corridor. Through the development review process, the City will evaluate proposed project sites for important natural resources. Where applicable, the City will consider requiring the project proponent to designate the natural resource area as open space. The City will particularly consider implementing this requirement when the natural resource area is contiguous with previously designated open space or other important natural resources.

OPEN SPACE FOR MANAGED PRODUCTION OF RESOURCES

The historic development of the City of Brawley is intrinsically tied to agricultural production. The Imperial Valley, including the City of Brawley, contains some of the world's richest agricultural soils. With the use of



Open Space 

Public Facility (Parkland)

Public Facility (Open Space Corridor) 

Figure OSR-1
Designated Open Space

imported water for irrigation, the desert landscape has been transformed to productive agricultural fields. The livelihood of many Brawley residents and businesses depends directly or indirectly on long-term conservation of agricultural lands and continued agricultural production.

To this end, substantial amounts of land in the northern, southern and western portions of the Planning Area have been designated as agriculture. The Agricultural designation provides for the continuation of agriculture, animal keeping, and development of very low density single family dwellings. The designation will permit the construction of a maximum density of two single family dwelling units per net acre of land. Other uses such as churches, schools, and child-care facilities are also permitted when they are determined to be compatible with and oriented toward serving the needs of very low density single family dwelling units. Figure OSR-2 shows the distribution of land designated for Agricultural.

To facilitate continued agricultural production in Brawley, the City will prevent "checkerboard" or "leap frog" development by only allowing development to occur adjacent to existing urban uses. Implementation of this policy will maintain large, contiguous fields and minimize interference with agricultural operations. In addition, the City will require developers to provide adequate buffers between residential and agricultural uses to minimize the effects of dust, noise, cropdusting overspray, and nightlighting on residential uses.

OPEN SPACE FOR PROTECTION OF PUBLIC HEALTH AND SAFETY

Public health and safety hazards are associated with the New River corridor. These hazards are related to potential floods, unstable bluffs, and soil settlement. As indicated above, the Land Use Plan designates the New River corridor as Open Space. This designation only allows limited types of uses at a very low density of development. No residential uses will be developed in this area. Implementation of this land use designation will not result in a permanent localized population and the public safety hazards will therefore be minimal. The Public Safety/Noise Element of the General Plan contains specific policies and programs to be implemented when development is proposed near the New River. These policies and programs are related to the assessment of potential hazardous conditions on proposed development sites and require appropriate design measures to reduce identified hazards.

The northerly projection of the Imperial and Brawley faults extend into the southern portion of the Planning Area. The fault zone and the surrounding land is designated as Agriculture in the Land Use Plan. Under this designation, very low density uses can only be developed in addition to agricultural uses. The potential hazard associated with ground rupture along the fault will consequently be minimal because there will be little or no permanent population near or on the fault. The Public Safety/Noise Element contains specific policies and programs to be implemented if

development is proposed in the fault zone. According to the Public Safety/Noise Element, a fault-trenching program will be conducted to determine whether active or potentially active faults occur and develop appropriate engineering parameters pursuant to State law.

The Brawley Municipal Airport is located in the northern portion of the urbanized area. In the Land Use Plan, the land surrounding the airport that is within the Planning Area is designated for industrial uses. Figure OSR-3 shows the relationship between the airport and the planned industrial use areas. The objective of employing the Light Industrial/Business Park designations around the airport is to minimize the risk of aircraft overflight incidents and potential human endangerment. The population density in industrial use area is relatively low compared to other types of land uses, (i.e., residential, commercial, public). In the case of an aircraft accident, the threat of human endangerment will be much lower than if the area was developed with more intensive uses. The Public Safety/Noise Element contains specific policies and programs to further minimize the hazards related to the operation of the airport.

LAND FOR PARKS AND RECREATION

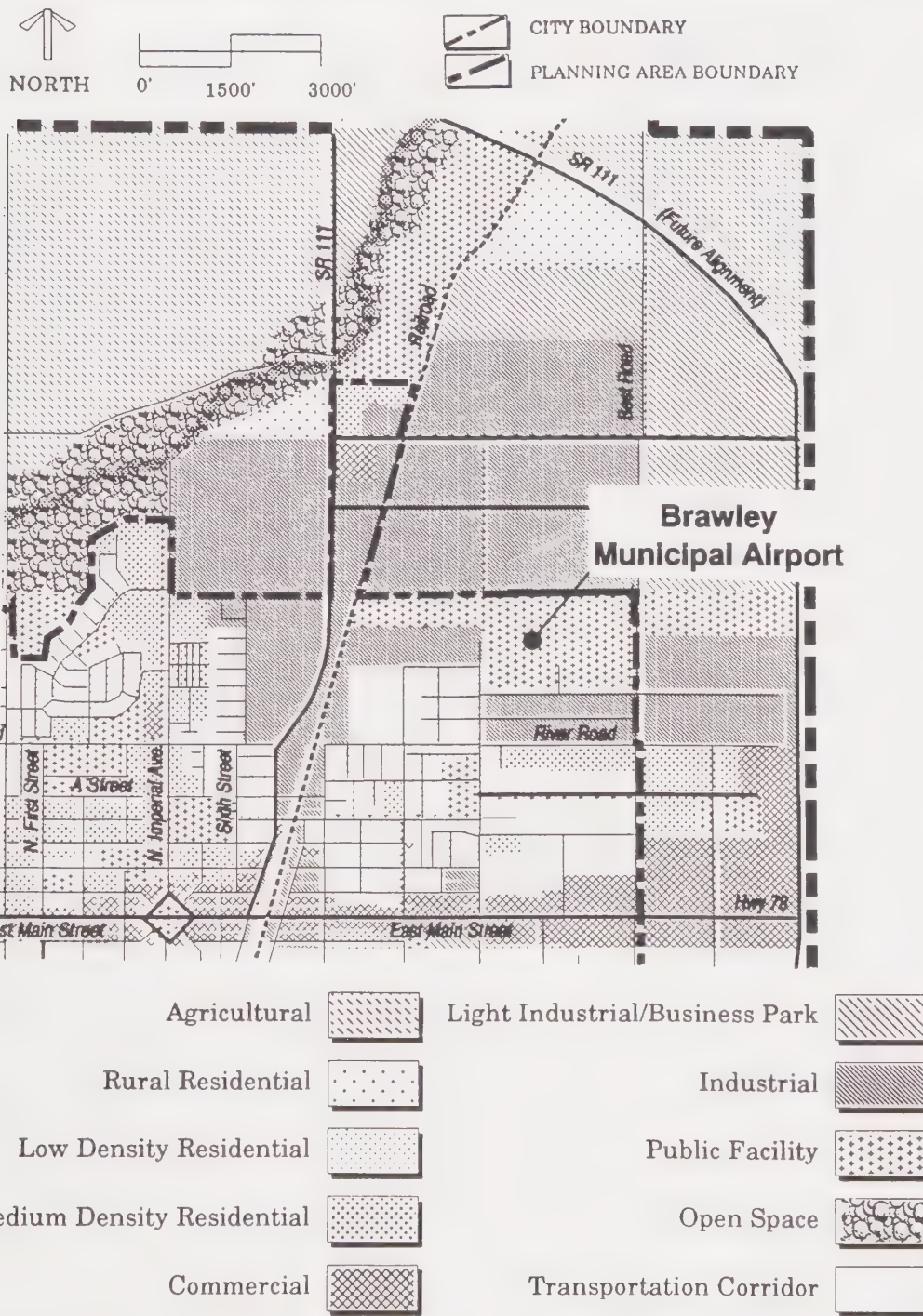
Relation to Land Use Element and Policy Map

The City's Land Use Element and Policy Map places parkland for both passive and active uses in the Open Space and Public Facility land use designations (see Figure OSR-1). The Open Space designation applies to passive recreation areas, such as the New River floodplain. The Public Facility designation includes a wide range of uses including community recreational facilities, equestrian centers, golf courses/driving ranges, indoor/outdoor athletic facilities, and public parklands. Passive recreational activities include natural preserves, designated open space, museums, galleries, and similar cultural centers. The Land Use Plan also permits park uses in other land use categories when the use serves a local need and is compatible with surrounding development.

Park Classification and Standards

To ensure that adequate parks and recreational areas exist in Brawley to meet the needs of residents and visitors, the City shall continue to use a park classification system and related park standards based on population. The park classification system is composed of three categories and specific standards have been developed for each park category. The park categories and standards were originally established in the 1992 City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan.

The established park categories and standards fulfill the requirements of the Quimby Act and thereby allow the City to use alternative methods to establish parks and recreational areas. The State of California Planning and Zoning Law and the Subdivision Map Act Code Section 66477 (The Quimby



NOTE: Right-hand traffic pattern on airport runway. No traffic pattern over area to the south.

Figure OSR-3
Designated Land Uses
Surrounding Municipal Airport

Act) indicate that the legislative body of a City or County, may by ordinance, require the dedication of land, the payment of fees in lieu thereof, or a combination of both, for park and recreational purposes as a condition of project approval for a final map or parcel map. In cases where such dedications or fees have not been obtained for particular lots through a map, they may be imposed at the time that building permits are issued. Among other requirements, the following conditions must be met:

- The ordinance must include definite standards for determining the proportion of a subdivision to be dedicated and the amount of any fee to be paid in lieu thereof; and
- The City must adopt a General Plan containing a Recreation Element, and any proposed park and recreational facilities are in accordance with definite principles and standards contained therein.

In conformance with this statute, the City of Brawley Open Space/Recreation Element includes standards for determining land requirements for future park sites. The standards described below should be utilized for identifying future park requirements to serve the growing City population, and selecting sites for parks in concert with the policies established in the Department of Parks and Recreation Comprehensive Five Year Plan.

Mini-Park. A mini-park is a specialized facility that serves a concentrated or limited population or specific group such as tots or senior citizens. Mini-parks are typically located within neighborhoods and in close proximity to the user population. As more land is converted to urban uses within Brawley, it becomes more important to take advantage of opportunities available to the city for the establishment of park space. Mini-parks can be established in areas that lack conveniently accessible parkland. The maintenance costs of mini-parks can be high relative to the maintenance costs of larger parks. Maintenance costs must be considered prior to the City developing or accepting the dedication of mini-parks.

Mini-parks should have a service radius of less than 0.25 mile and be less than two acres in size. The established standard for mini-parks is 0.25 to 0.5 acre per 1,000 residents.

Neighborhood Park. A neighborhood park is an area for intense, active recreational activities such as field games, court games, crafts, playground apparatus areas, skating, picnicking, and wading pools. The parks are convenient for local neighborhood populations and are easily accessible by pedestrians and bicyclists. To this end, neighborhood parks should be located near the center of a neighborhood and should not be separated from its user population by major highways, railroads, or other untraversable obstacles. To reduce land acquisition, development, and maintenance costs, neighborhood parks may be developed as a school park facilities.

Neighborhood parks should each serve a population up to 5,000 persons and should be three to ten acres in size. The established standard for neighborhood parks is 1.0 to 1.5 acres per 1,000 residents.

Community Park. Community parks are areas of diverse environmental qualities. A community park may be comprised of areas of intense recreational facilities such as athletic complexes and large swimming pools; areas of natural landscape for outdoor recreational activities such as walking, viewing, sitting, and picnicking; or a combination of both types of areas. Community parks should contribute to the City's open space system by connecting to neighborhood parks through open space linkages or connecting to other recreational facilities. They should be located at or near the intersection of a transportation arterial near the center of their service area.

Community parks should each serve several neighborhoods within a one- to two-mile radius and should be ten acres or larger. The established park standard for community parks is 2.0 to 3.0 acres per 1,000 residents.

Park Requirements

The City of Brawley contains a number of mini-, neighborhood, and community parks which total to 116.04 acres. The location, acreage, and features of the existing parks are summarized in Table OSR-2. The distribution of existing and planned parks is shown in Figure OSR-4.

Several planned parks are identified in the City Department of Parks and Recreation Comprehensive Five Year Plan. The total acreage of the planned parks is 45.0 acres. The location, acreage, and features of the planned parks are summarized in Table OSR-3. These planned park sites are identified in the General Plan Land use Plan. The planned park sites shown in the Land Use Plan are generally larger than the sites identified in the Parks and Recreation Plan. The total acreage for the sites in the Land Use Plan is 67.2 acres, (which is 22.2 acres more than the Parks and Recreation Plan acreage figure). The Land Use Plan also identifies sites for several other parks in addition to these five sites.

As development proceeds within Brawley according to the Land Use Plan in the General Plan Land Use Element, the population of the City will increase. New Brawley residents will desire recreational activities and the capacity of existing parks and recreation facilities to meet the demand of both the existing and new population will be exceeded. The projected demand for parkland can be determined using the park standards identified above. The parkland projections are based on the maximum population that will occur at buildout of the planned land uses identified in the Land Use Element.

Tables OSR-4, OSR-5, and OSR-6 summarize the calculations for the acreage projections for the three parkland categories. The projections are based on buildout of the General Plan land uses, existing park acreage, and planned park acreage as identified in the Parks and Recreation Plan. To meet the demand for recreational opportunities of the buildout population,

**TABLE OSR-2
EXISTING PARKS AND RECREATIONAL FACILITIES**

Name	Category	Location	Acres	Facilities
Ridge Park	Mini-Park	N. Western and Park View	1.63	Tennis courts, some playground equipment
Kissee Park	Mini-Park	1st and G St.	0.34	Picnic area
Kelly Park	Mini-Park	8th and Main St.	0.63	Turf area with date palms
Hawthorne Park	Neighborhood Park	1st and E St.	4.42	Softball and basketball courts, playground, horseshoe pits
Meserve Park	Neighborhood Park	2nd and K St.	4.42	Lighted ball field, tennis courts, playground, horseshoe pits
Hinojosa Park	Neighborhood Park	9th and H St.	6.52	Lighted ball fields and basketball courts, playground, picnic facilities, horseshoe pits
Guadalupe Park	Neighborhood Park	S-11 and Malan St.	3.59	Soccer field, picnic area, playground
Alyce Gereaux Park	Neighborhood Park	Alder and Eastern	3.88	Basketball courts, playground, turf area, B-Q facilities, horseshoe pits
Plaza Park	Neighborhood Park	Plaza and Main St.	5.38	Lawn and shade trees surround civic offices, horseshoe pits
Cattle Call and Rotary	Community Park	Cattle Call St.	50.61	Rodeo facilities, grandstand seating for 5,000 spectators
Lions Center Complex	Community Park	255 A St.	8.91	20,000 square foot multi-use complex
Pat Williams Park	Community Park	W. River Dr.	25.71	Passive recreation and picnic facilities, playground equipment, horseshoe pits
TOTAL			116.04	

Source: 1992 City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan.

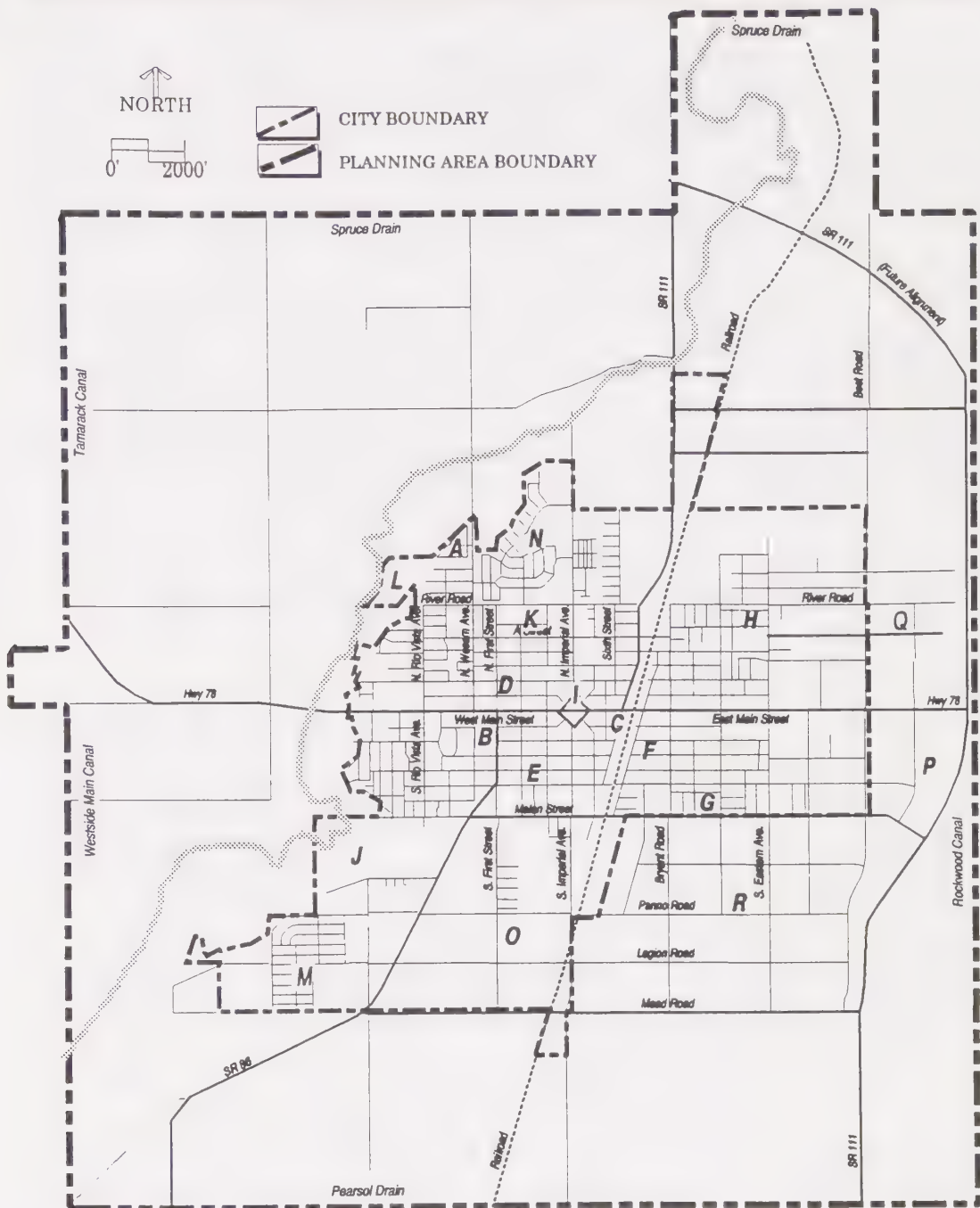
**TABLE OSR-3
PLANNED PARKS AND RECREATIONAL FACILITIES**

Site	Category	Acres	Proposed Features
Southwest Brawley	Neighborhood Park	5.0	Passive recreation, picnic area, playground
Northwest Brawley	Neighborhood Park	5.0	Turf area, open play area, large playground
Legion and 1st Street	Neighborhood Park	5.0	n/a
22nd and I St.	Neighborhood Park	5.0	Lighted sports facilities, horseshoe pits, picnic areas, playground
22nd St/ Northwest Brawley	Neighborhood Park	5.0	Lighted sports facilities, horseshoe pits, picnic areas, playground
Malan and 18th St.	Community Park	20.0	Cultural arts and community center, pool, lighted tennis courts, and play equipment
TOTAL		45.0	

n/a: Information is not available.

Note: These planned park sites are identified in the General Plan Land Use Plan and the total acreage for the sites is 67.2 acres.

Source: 1992 City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan



SOURCE: City of Brawley, Department of Parks and Recreation, Comprehensive Five Year Plan

Ridge Park	A	Alyce Gereaux Park	H
Kissee Park	B	Plaza Park	I
Kelly Park	C	Cattle Call and Rotary	J
Hawthorne Park	D	Lions Center Complex	K
Meserve Park	E	Pat Williams Park	L
Hinojosa Park	F	Planned Neighborhood Park	M-Q
Guadalupe Park	G	Planned Community Park	R

Figure OSR-4
Existing and Planned Parks

**TABLE OSR-4
EXISTING AND FUTURE MINI PARK
ACREAGE REQUIREMENTS**

	Population	Park Standard (Acres/ 1,000 persons)(a)	Required Acreage	Available Acreage from Existing Parks	Available Acreage from Planned Parks	Surplus/ (Shortfall) of Acreage
Existing Conditions	18,923	0.25 - 0.50	4.7 - 9.5	2.6	0	(2.1) - (6.9)
General Plan Buildout	42,100	0.25 - 0.50	10.5 - 21.1	2.6	0	(7.9) - (18.5)

(a) City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan.

**TABLE OSR-5
EXISTING AND FUTURE NEIGHBORHOOD PARK
ACREAGE REQUIREMENTS**

	Population	Park Standard (Acres/ 1,000 persons)(a)	Required Acreage	Available Acreage from Existing Parks	Available Acreage from Planned Parks (b)	Surplus/ (Shortfall) of Acreage
Existing Conditions	18,923	1.0 - 1.5	18.9 - 28.4	28.2	25.0	34.3 - 24.8
General Plan Buildout	42,100	1.0 - 1.5	42.1 - 63.2	28.2	25.0	11.1 - (10.0)

(a) City of Brawley Department Parks and Recreation Comprehensive Five Year Plan.

(b) This planned park acreage figure is derived from the Parks and Recreation Plan. The acreage for planned neighborhood park sites is greater in the General Plan Land Use Plan.

**TABLE OSR-6
EXISTING AND FUTURE COMMUNITY PARK
ACREAGE REQUIREMENTS**

	Population	Park Standard (Acres/ 1,000 persons) (a)	Required Acreage	Available Acreage from Existing Parks	Available Acreage from Planned Parks (b)	Surplus/ (Shortfall) of Acreage
Existing Conditions	18,923	2.0 - 3.0	37.8 - 56.7	85.2	20.0	67.4 - 48.5
General Plan Buildout	42,100	2.0 - 3.0	84.2 - 126.3	85.2	20.0	21.0 - (21.1)

(a) City of Brawley Department of Parks and Recreation Five Year Plan.

(b) This planned park acreage figure is derived from the Parks and Recreation Plan. The acreage for planned community park sites is greater in the General Plan Land Use Plan.

up to 18.5 acres of mini-park, 10.0 acres of neighborhood park, and 21.1 acres of community park must be developed in addition to the planned parks identified in the Parks and Recreation Plan. As indicated above, the acreage for the planned park sites is approximately 22.2 acres greater in the General Plan Land Use Plan than in Parks and Recreation Plan. Development of the park sites according to the Land Use Plan rather than the Parks and Recreation Plan will result in substantially lower parkland deficits.

Several methods will be used to new provide parks and recreation facilities as the City population grows. The City will encourage and, where appropriate, require the inclusion of recreation facilities and open space within future residential, industrial, and commercial developments. As new development projects are proposed in Brawley, the City will assess the impact of new development on the existing park and recreation system. Impacts will be assessed using the park standards identified above. The City will require the dedication of parkland, a fee in lieu thereof, or a combination of both, as a condition of new residential development pursuant to the Quimby Act. The City will periodically review the requirements for park dedication and development fees to ensure that they reflect current land and construction costs.

In addition to using the Quimby Act provisions to obtain new parkland, the City will coordinate with the Brawley School District and Brawley Union High School District to increase joint-use facilities. Public school grounds, which typically contain play equipment, turfed areas, sports facilities, and gymnasiums, often act as defacto parks. With such facilities in place, it is in the public interest that they be used for outdoor recreation by other segments of the population in addition to students. The City will pursue comprehensive, long-term cooperative agreements with the Brawley School District and Brawley Union High School District to maximize joint usage. Where possible, future public neighborhood and community parks will be located adjacent to public schools and share amenities. When planning and designing new parks and recreation facilities, the City will solicit input from the school district to maximize the joint use potential.

The City will also continue the use of assessment districts and Adopt-a-Park program to obtain and maintain parkland. The City will continue to require all new subdivisions to fund the development and maintenance of parks through assessment districts. The Adopt-a-Park program entails encouraging civic organizations to adopt a park and assist in park maintenance. Civic organizations can participate in fundraising events and enhance staff efforts.

Other alternatives methods will be used to meet the projected parkland requirements. The City will explore open space easements, leaseholds, land donations, and gift annuities. The City will also identify low cost land that could be suitable for park development, such as abandoned road and railroad right-of-way, and similarly environmentally impacted or unused linear open space. Furthermore, the City will coordinate and support the provision of parks and recreation facilities by other agencies, (e.g., Imperial County, California Department of Fish and Game, U.S. Bureau of Land Management,

U.S. Fish and Wildlife Service), and private parties, (e.g., Del Rio Country Club).

The City will emphasize stewardship in the operation and maintenance of existing parks. As indicated above, some of the parks and recreation facilities are not in good repair and are unattractive. In addition, vandalism and graffiti are common problems. Parks in such condition are not fully used by the public. By taking proper care of existing parks and thereby projecting a safe and clean image, more respectful visitors will use parks. By emphasizing stewardship and making full use of existing parks, the City can extend the schedule for developing new parks.

Through appropriate park design and development, the City will minimize maintenance costs of future parks. Designs for new parks and recreational facilities will emphasize strength, durability, simplicity, and uniformity. These objectives for low cost maintenance will also be considered in all improvements to existing parks. The maintenance of privately owned open space areas and parks will be the long-term, financial responsibility of benefitting property owners. By keeping public maintenance costs low, more funds will be available for parkland acquisition and development.

RECREATION PROGRAMS

The City presently offers a variety of recreational programs for various ages of Brawley residents. The plan for recreational programs focuses on better meeting the demands of the current population and providing expanded and new programs to meet projected population growth.

The demographic character of the City is diverse and the various subpopulation groups have different recreational needs and interests. To ensure that adequate recreational programs serve the varied interests of the community, the City will periodically solicit input from elected officials and community groups to assess the adequacy of the existing system and identify new recreational needs. The City will ensure that all recreational programs, services, and facilities are accessible to the disabled in accordance with the Americans with Disabilities Act. In addition, the City will explore strategies to provide recreational programs to those who cannot afford to pay, (e.g., corporate sponsorships, volunteers, and joint use of school facilities and services). Where necessary, existing programs will be modified and new programs will be developed to reflect new needs and interests as the City population expands in future years.

The City will utilize several methods to provide expanded and new programs. As development occurs in Brawley, some additional tax revenue will be available to augment recreation programs. The City will also pursue joint-use agreements with the Brawley School District and Brawley Union High School District to use school facilities for recreational programs and provide cooperative after-school activity programs. Corporate sponsorship will be sought for both special event and long-term programs. Revenue-generating

activities, (e.g., concessionaire-operated facilities), will be considered to generate increased revenue for new recreational facilities and programs. The City will also coordinate with other community recreation providers, including the Brawley School District and Brawley Union High School District, to ensure that recreational programs and services are not being duplicated within the City.

PUBLIC SAFETY/NOISE ELEMENT

CITY OF BRAWLEY
GENERAL PLAN

January 1995

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INTRODUCTION TO THE PUBLIC SAFETY/NOISE ELEMENT

The urban and rural environment of Brawley contains many natural and man-made hazards which require special consideration and treatment in the land use planning process. Both natural hazards (such as earthquakes and flooding and man-made hazards (such as hazardous material accidents and aircraft overflights) can result in property damage, injury, and loss of life. Noise control is also an essential part of maintaining public health and preserving the lifestyle quality of the community.

The City intends to minimize public safety hazards through appropriate land use planning, development standards, and emergency preparedness. Noise problems will be avoided by separating noise-producing activities from residential and other sensitive uses. The Public Safety/Noise Element represent the City's detailed approach to dealing with these issues. The City's goals and policies to reduce public safety hazards and noise are established in the element and action programs are recommended to implement the goals and policies. The action programs are summarized below:

- Prevent development in the New River flood channel and ensure adequate drainage for proposed projects;
- Ensure that existing and new structures are resistant to ground shaking and encourage structural improvements to unreinforced masonry buildings;
- Prevent development in liquefaction and unstable areas associated with the New River;
- Regulate the siting of facilities that handle hazardous materials and report suspected contaminated sites to Regional Water Quality Control Board;
- Reduce fire hazards through implementation of the Uniform Fire Code and ensuring adequate water flows for fire fighting;
- Regularly review the City's Emergency Preparedness Plan;
- Reduce hazards from aircraft overflights by restricting development near the airport to non-residential uses;
- Establish and implement noise standards based on land use compatibility and projected noise contours; and

-
- Assess development proposals for noise impacts and require mitigation measures.

PURPOSE OF THE PUBLIC SAFETY/NOISE ELEMENT

The purpose of the Public Safety/Noise Element is to identify and address those natural or man-made characteristics in the City that represent a potential danger to the safety and well-being of the Brawley residents and visitors, structures, public facilities, and infrastructure. The Element establishes policies and programs to minimize danger to residents and visitors and identifies actions needed to deal with crisis situations. The Element also identifies noise sensitive land uses and noise sources, defines areas of noise impacts, and establishes policies and programs to protect residents from excessive noise.

SCOPE AND CONTENT OF THE ELEMENT

In addition to this Introduction, the Public Safety/Noise Element is composed of three sections: Public Safety/Noise Issues; Public Safety/Noise Element Goals and Policies; and Public Safety/Noise Plan. Specific implementation programs for this Element are contained in the overall Implementation Program. The Public Safety/Noise Issues section establishes the basis for the formulation and expression of the City goals and policies related to public safety and noise. The Public Safety/Noise Goals and Policies section establishes public safety and noise objectives and a decision-making framework for City's leaders to use in evaluating the potential public safety and noise impacts of future projects.

The Public Safety/Noise Plan section provides detailed programs to mitigate hazards, ensure adequate emergency response to identified hazards, and protect residents from excessive noise. The public safety and noise implementation programs contained in the General Plan Implementation Program are based upon the goals and policies identified in the Element and rely on the detailed description of local hazards and noise conditions contained in the Geologic and Seismic Technical Report and the Noise Technical Report.

RELATED PLANS AND PROGRAMS

There are several existing plans and programs that are directly applicable to the aims and objectives of the Public Safety/Noise Element. These plans and programs have been enacted through State and local legislation and are administered by agencies that are delegated with powers to enforce State and local laws.

California Environmental Quality Act Law and Guidelines

The State legislature adopted the California Environmental Quality Act (CEQA) in response to a public mandate that called for a thorough environmental analysis of those projects that might adversely affect the environment. The CEQA law and guidelines, as amended in 1993, describe the provisions of the law, the review procedure, and any subsequent analysis that is required. CEQA recognizes that excessive noise associated with certain types of public and private projects represents an environmental impact that must be avoided or reduced. Public safety hazards are also identified as environmental impacts. CEQA will continue to be instrumental in ensuring that City officials and the general public assess and mitigate the potentially significant public safety and noise impacts of development projects.

California Noise Insulation Standards (Title 24)

The California Commission of Housing and Community Development officially adopted the noise insulation standards in 1974 and they became effective on August 22, 1974. On November 14, 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). The revisions state that "Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either ... Ldn or ... CNEL, consistent with the noise element of the local general plan." Additionally, the commission specifies that residential buildings or structures to be located within exterior CNEL (or Ldn) contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL (or Ldn) of 45 dB.

Alquist-Priolo Special Studies Zones Act

Special studies zones, usually one-quarter mile or less in width, along the traces of potentially and recently active major faults are delineated by the State Geologist and the affected city or county must inform the public of their locations. Disclosure of these zones may be by reference in the general plan and on other local maps. Proposed development plans within these zones must be accompanied by a registered geologist's report which describes any possibility of a surface rupture (Public Resource Code Section 2621 et. seq.).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act requires the State Geologist to compile maps describing seismic hazard zones. Guidelines prepared by the State Mining and Geology Board establish policies and criteria identifying state and local agency responsibilities for development in seismic hazard areas. Approval of development on a site within seismic hazard zones requires the

preparation of a geotechnical report and local agency consideration of the policies and criteria established by the Mining and Geology Board (Public Resources Code Section 2690 et. seq.). Information contained in the seismic hazard maps must be taken into account when preparing or amending the Safety Element of a general plan.

Landslide Hazard Identification Program

Under the Landslide Hazard Identification Program, the State Geologist is required to prepare maps of landslide hazards within urban and urbanizing areas. Public agencies are encouraged to use these maps in land use planning and decision making related to building, grading, and development permits (Public Resources Code Section 2687 (a)).

Cobey-Alquist Flood Plain Management Act

As state policy, this legislation encourages local governments to plan, adopt, and enforce land use regulations for flood plain management, as well as identifying requirements for receiving state financial assistance for flood control.

Hazardous Waste Management Plan (HWMP)

Each county must either incorporate the applicable portions of its HWMP into its general plan by reference, or adopt an ordinance requiring its land use decisions to be consistent with the portions of the adopted HWMP that identify specific sites or siting criteria for hazardous waste facilities. Within 180 days after approval of a county plan by the State Department of Health Services (DHS), each city within the county is required to: (1) adopt a city HWMP that is consistent with the approved county plan; (2) incorporate the applicable portions of the county plan into the city's general plan by reference; and (3) adopt an ordinance requiring its land use decisions to be consistent with those portions of the county HWMP which identify specific sites or siting criteria for hazardous waste facilities. In addition to county HWMPs, DHS is required to prepare and adopt a State HWMP which is reviewed annually and revised every three years (Health & Safety Code Section 25135 et. seq.).

Imperial County Airport Land Use Commission Airport Land Use Compatibility Plan

The County Airport Land Use Compatibility Plan (ALUCP) sets forth criteria and policies to ensure the compatibility between the principal airports in Imperial County, (including Brawley Municipal Airport), and proposed development in the areas surrounding the airports. One of the primary purposes of the ALUCP is to minimize public safety hazards associated with potential aircraft accidents. All county and city general plans and other local land use and building regulations must be consistent with the ALUCP, unless the county or city legislative body votes by two-thirds majority to overrule the

ALUCP and makes specific findings to justify not amending its regulations and plans.

County of Imperial General Plan Noise Element

The Noise Element of the Imperial County General Plan provides a program for incorporating noise issues into the land use planning process, with a goal of minimizing adverse noise impacts to receptors, such as residences, schools, and hospitals, which are sensitive to noise. The Noise Element identifies existing and future noise sources, defines noise-sensitive land uses, and establishes goals, objectives, and procedures to protect the public from noise intrusion. Implementation of these guidelines and procedures will promote the development of noise sensitive land uses outside of noise impact zones, and discourage the development of noise generating activities near noise-sensitive land uses.

County of Imperial General Plan Seismic and Public Safety Element

The purpose of the Seismic and Public Safety Element is directly concerned with reducing the loss of life, injury, and property damage that might result from a disaster or accident. This Element identifies goals and policies that will minimize the risks associated with natural and human-made hazards. In addition, the Element specifies land use planning procedures that should be implemented to avoid hazardous situations.

City of Brawley Noise Ordinance/Conditions of Approval

The City's noise ordinance, permitted by the State of California Health and Safety Code, provides a basis for controlling excessive and annoying noise. The production of loud or unusual noise is considered a public nuisance when it interferes with the comfortable enjoyment of life or property of the inhabitants of the surrounding neighborhood. The creation of a public nuisance is a misdemeanor offense and violators are subject to civil action. The noise ordinance requires permits for loudspeakers and sound amplifiers with the exception of movie theaters.

Where applicable, the City routinely applies several noise-related conditions of approval to a development before issuing building permits. These conditions identify the proposed project as located in a noise impact area and require that mitigation be provided as necessary to ensure compliance with the City's noise exposure standards.

City of Brawley Emergency Operations Plan

The City of Brawley Emergency Operations Plan (EOP) was adopted in 1990 to insure the most effective and economical use of all resources (material and manpower) for the maximum benefit and protection of the local population during emergency events. The objectives of the EOP are to incorporate and coordinate all the facilities and personnel of the City into an efficient organization capable of reacting adequately during natural or man-

made disasters. The EOP provides responses to drought, earthquake, flood, civil disorder, hazardous material incident, nuclear attack, power failure, and radiological incident.

City of Brawley Unreinforced Masonry Ordinance

The City of Brawley Unreinforced Masonry (URM) Ordinance was established to comply with the 1986 state Unreinforced Masonry Building Law. This state law requires local governments to inventory URM buildings and establish earthquake hazard mitigation programs. The City's URM Ordinance, which was recently revised, provides minimum standards for structural seismic resistance to reduce the risk of life loss or injury during an earthquake. Conformance with the ordinance is voluntary to allow for sensitivity to the financial needs of property owners and ensure the preservation of Brawley's building stock.

City of Brawley Codes

The City of Brawley enforces the 1991 Uniform Building Code, Uniform Mechanical Code, and National Electrical Code which contain structural requirements for existing and new buildings. The codes are designed to insure structural integrity during seismic and other hazardous events and prevent personal injury, loss of life, and substantial structural damage.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

As one Element of the General Plan, the Public Safety/Noise Element must be consistent with the other General Plan Elements. All Elements of the General Plan are interrelated to a degree, and certain goals and policies of each element may also address issues that are the primary subjects of other Elements. The Public Safety/Noise Element relates most closely to the Land Use Element and the Infrastructure Element.

The Land Use Element provides a planned land use pattern which maximizes public safety and minimizes noise impacts. Information about natural and man-made hazards and existing and projected noise contours is incorporated into the planned land use pattern and the juxtaposition of incompatible land uses is avoided. The Infrastructure Element of the General Plan addresses Brawley transportation and traffic circulation. The Infrastructure Element relates to public safety because it establishes programs to maintain roads in a safe and operable condition. The circulation programs will facilitate efficient responses from emergency service providers. Circulation improvements identified in the Infrastructure Element are designed to reduce noise impacts to existing sensitive receptors and to prevent noise impacts to future land uses. The Infrastructure Element also establishes programs to properly maintain the water infrastructure, which includes maintaining adequate pressure for fire protection flows, and to minimize public health hazards associated with the existing sewage collection system.

The other elements of the General Plan also support the Public Safety/Noise Element. The Resource Management Element identifies programs to protect air quality, water quality, and other natural resources that are important to public health and the Open Space/Recreation Element identifies programs to maintain adequate open space areas to promote a healthy, vital community and provide safe recreational opportunities. The Economic Development Element addresses methods to finance infrastructure and other public improvements which are necessary to maintain a safe and pleasant environment. Taken as a whole, all of the General Plan Elements contribute to the promotion of a safer and more pleasant living environment with low noise levels for all Brawley residents.

PUBLIC SAFETY/NOISE ISSUES

Brawley is affected by many issues, opportunities, and constraints that affect public safety and noise. The following section summarizes these issues and establishes a basis for future goals and policies.

FLOODING

- The area near the New River is subject to flooding.
- As growth occurs in Brawley, new development will increase the amount of impervious surface, resulting in greater surface water run-off and the need for an adequate flood control system.

SEISMIC AND OTHER GEOLOGIC HAZARDS

- Brawley lies within a seismically active region and fault zones within the area are generally related to the San Andreas Fault System.
- Several major faults lie within 30 miles of Brawley and significant impacts can be expected if a major earthquake occurs along the faults.
- Unreinforced masonry buildings and concrete tilt-up buildings constructed prior to 1974 are particularly susceptible to geologic and seismic hazards.
- Other geologic hazards affecting the community include liquefaction, bluff instability, and expansive soils.

HAZARDOUS AND TOXIC MATERIALS

- Hazardous materials used, stored, or transported through the community represent potential hazards.
- A number of properties in Brawley are suspected of hazardous materials contamination.

FIRE

- Brawley is subject to both urban and wildland fire hazards which results from a number of causes, including arson,

carelessness, home or industrial accidents, or from ignorance of proper procedures for home or business repairs.

- Fire is a potential hazard which requires adequate fire fighting and fire protection services, and adequate water pressure.

EMERGENCY PREPAREDNESS PLANNING/DISASTER RESPONSE

- Adequate emergency preparedness and evacuation plans are needed to address such disasters as earthquakes, flooding, and hazardous materials accidents.

AIRCRAFT OVERFLIGHTS

- Areas around the Municipal Airport are subject to the potential for aircraft accidents.

TRANSPORTATION NOISE

- As growth occurs, increases in traffic volumes will increase noise levels in Brawley.
- Truck traffic using State highways in the Brawley area contribute to noise experienced along these roadways.
- Noise associated with freight trains passing through Brawley affect noise-sensitive residential areas nearby.
- Flight operations at the Brawley Municipal Airport affect nearby noise-sensitive land uses.

NON-TRANSPORTATION NOISE

- Construction activity and other activities using machinery create short-term noise problems for noise-sensitive land uses.

NOISE AND LAND USE PLANNING INTEGRATION

- Commercial and industrial activity may create noise affecting nearby residential areas.
- Considerable noise can pass through the interior walls of multi-family housing developments and impact residents.

PUBLIC SAFETY/NOISE GOALS AND POLICIES

The following goals and policies have been developed to address the identified public safety and noise issues in Brawley.

FLOODING

Although Brawley is located within an arid climate, flooding of the New River can occur during intermittent heavy rains. The risk of flood damage in Brawley can be reduced through proper land use planning and actions related to new development redevelopment of land.

GOAL 1: Reduce the risk to the community's inhabitants from flood hazards.

Policy 1.1: Identify flood hazard areas and provide appropriate land use regulations for areas subject to flooding.

Policy 1.2: Coordinate with the appropriate agencies to assure that existing bridges are constructed according to accepted standards to avoid damage by flooding.

Policy 1.3: Consider participating in the National Flood Insurance Program.

Policy 1.4: Cooperate with the Imperial Irrigation District to plan for and make needed improvements to drainage infrastructure depositing runoff into New River.

Policy 1.5: Require detention basins as a flood control measure where applicable to reduce the risk from flood hazards.

Policy 1.6: Design future development located near water storage facilities to minimize damage caused by leak, rupture, or flooding from a water storage facility.

Policy 1.7: Establish open space required to protect the public from flood hazards.

Policy 1.8: Coordinate with Caltrans and road builders to ensure proper roadway design for drainage purposes.

Policy 1.9: Prevent cross-lot drainage.

Policy 1.10: Prepare a master plan of drainage for the planning area.

SEISMIC AND OTHER GEOLOGIC HAZARDS

The Imperial Valley region is subject to seismic activity which can result in property damage and personal injury. Other geologic conditions in Brawley are potentially hazardous including steep bluff slopes and soil settlement and hydrocompaction. Seismic and other geologic hazards can be reduced to avoid unnecessary risk. Appropriate land use planning, building standards, preparedness actions will minimize exposure to these hazards.

GOAL 2: Reduce the risk to the community from geologic and seismic hazards.

Policy 2.1: Require review of soil and geologic conditions by a State-Licensed Engineering Geologist to determine stability prior to the approval of development in areas with potential geologic hazards, (e.g., liquefaction, bluff failure, expansive soils, potential faults).

Policy 2.2: Maintain and regularly update all seismic and geologic information regarding safety, and ensure the consistency of that information with other affected agencies.

Policy 2.3: Encourage development which utilizes the desirable existing features of land such as natural vegetation, geologic features, and other natural features which preserve the site's significant identity.

Policy 2.4: Regulate the structural seismic safety of all buildings located within the City, especially unreinforced masonry buildings built prior to 1933 and inventory tilt-up industrial buildings built prior to 1974.

Policy 2.5: Ensure that existing and new structures for human occupancy, critical structures, and vital emergency facilities are designed to minimize damage from potential geologic/seismic hazards and avoid functional impairment.

Policy 2.6: Promote earthquake preparedness within the community by participation in periodic earthquake awareness programs.

Policy 2.7: Include and periodically review and update emergency procedures for earthquakes in the City's Emergency Preparedness Plan.

Policy 2.8: Coordinate with the County of Imperial, Southern Pacific Railroad, and Caltrans to identify and correct any structural deficiencies of bridges and overpasses that traverse the City of Brawley.

Policy 2.9: Where geologic instability or presence of faulting is discerned, use appropriate open space mechanisms and/or regulate development in accordance with State law and consistent with the levels of acceptable risk.

Policy 2.10: Establish open space required to protect the public from hazards associated with seismic and other geologic conditions.

HAZARDOUS AND TOXIC MATERIALS

Exposure to hazardous and toxic materials can be avoided through proper land use planning and implementation of policy to reduce risks associated with the use, transport, and disposal of such materials.

GOAL 3: Reduce the risk to the community's inhabitants from exposure to hazardous materials and wastes.

Policy 3.1: Cooperate with the County to implement applicable portions of the County's Hazardous Waste Management Plan.

Policy 3.2: Cooperate with railroad and truck transport operators to ensure that transported hazardous materials do not pose a threat to life or property.

Policy 3.3: Support regulations requiring land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials to be located a safe distance from other land uses that may be adversely affected by such activities.

Policy 3.4: Establish defined transportation routes for the conveyance of hazardous materials.

Policy 3.5: Adopt a Hazardous Household Waste Plan, and encourage and support the proper disposal of hazardous household waste and waste oil.

Policy 3.6: Cooperate with responsible agencies to ensure that dry cleaners, film processors, auto service establishments, agricultural operations and industries, and other service businesses generating hazardous waste materials are complying with approved disposal procedures.

Policy 3.7: Minimize the amount and toxicity of hazardous waste and materials generated in Brawley by encouraging recycling, source reduction technologies and educational assistance to local residents, and commercial, industrial, and agricultural handlers.

Policy 3.8: Consider regular household hazardous waste disposal programs to enable residents to bring back yard pesticides, cleaning

fluids, paint cans and other common household toxics to a centralized collection center for proper disposal.

Policy 3.9: Support efforts to enforce State "right to know" laws, which outline the public's right to information about local toxics producers.

Policy 3.10: Establish development standards for storage of industrial chemicals and other potentially hazardous substances to minimize damage caused by leaks or ruptures.

Policy 3.11: Coordinate with the County of Imperial in the implementation of the National Pollution Discharge Elimination System Permits (NPDES) regulations.

Policy 3.12: Where new residential development is proposed next to agricultural uses, assess the threat of resident exposure to agricultural toxic materials and require development designs that minimize exposure.

Policy 3.13: Participate in County and State efforts to identify contaminated sites within the Brawley Planning Area and encourage County and State clean-up activities.

FIRE

Potential fire hazards exist where water pressure is insufficient for fire fighting, large areas of dry vegetation occur, and structural codes are not met. The potential for fires can be reduced through implementation of appropriate regulation, education, and cooperative fire protection measures.

GOAL 4: Reduce the risk to the community's inhabitants from fires or explosions.

Policy 4.1: Work closely with the City Fire Department to continue to operate an education program regarding fire hazards for residential, commercial, industrial and agricultural uses.

Policy 4.2: Encourage the use of fire retardant roofing materials.

Policy 4.3: Establish and maintain mutual aid agreements with surrounding jurisdictions for fire protection.

Policy 4.4: Enforce building code requirements that assure adequate fire protection.

Policy 4.5: Study alternatives for upgrading emergency water line capacities in deficient areas.

Policy 4.6: Maintain service agreements with the Imperial County Fire Department, if financially feasible.

Policy 4.7: Continue to enforce the weed abatement program.

EMERGENCY PREPAREDNESS PLANNING/DISASTER RESPONSE

Natural disasters and major accidents can result in civil disruption, personal injury, and property damage. Proper preparation and coordination for such events can minimize the extent of such adverse consequences. Preventive measures taken before an emergency occurs can also hasten recovery from such incidents.

GOAL 5: Improve the City's ability to respond to natural and man-made emergencies.

Policy 5.1: Maintain the Emergency Preparedness Plan identifying all available resources and funds for use in the event of a disaster and establishing implementing actions or procedures under the Plan for rescue efforts, medical efforts, emergency shelters, provision of supplies, and all other response efforts recommended by the State Office of Emergency Services and FEMA. Include procedures for dealing with specific events such as earthquake, major rail and roadway accidents, flooding, and hazardous materials.

Policy 5.2: Coordinate with County of Imperial and the Federal Emergency Management Agency in reducing community risks in the event of a disaster.

Policy 5.3: Sponsor and support public education programs for emergency preparedness and disaster response; distribute information about emergency planning to community groups, schools, churches, and business associations; and hold emergency drills in various parts of Brawley to test the effectiveness of emergency preparedness plans.

Policy 5.4: Maintain a high level of multi-jurisdictional cooperation and communication for emergency planning and management.

GOAL 6: Reduce the amount of personal injury, damage to property, and economic or social dislocation as the result of disaster.

Policy 6.1: Existing vital facilities not designed to be disaster-resistant should be examined, and hazardous structures should be improved or demolished.

Policy 6.2: Vital facilities shall be designed and operated in a manner maximizing their ability to remain functional during and after disasters.

Policy 6.3: Encourage residents and businesses to undertake preventive measures for both catastrophic events and for more frequent incidents; for example, structural fires and localized flooding.

Policy 6.4: Assist in orderly and efficient reconstruction activities following a disaster to the maximum extent possible.

Policy 6.5: Ensure that people take appropriate and effective action to safeguard life and property during and immediately after emergencies, and assist in returning their lives and businesses to normal to the extent possible.

AIRCRAFT OVERFLIGHTS

Air operations associated with the Brawley Municipal Airport represent a potential hazard for the community. The risk of potential aircraft accidents can be minimized through properly land use planning and emergency preparedness.

GOAL 7: Minimize the level of danger to life and property from air operations accidents.

Policy 7.1: Develop criteria to regulate the type and intensity of developments in areas of known potential air operations hazards.

Policy 7.2: Coordinate land use planning and emergency preparedness planning with the Municipal Airport officials.

Policy 7.3: Encourage Brawley citizen participation and City involvement on committees which would impact future aircraft operations in Imperial County.

Policy 7.4: Establish land uses that create greater consistency with the Imperial County Airport Commission Land Use Plan around the airport as required to protect public safety.

Policy 7.5: All new development in the A, B-1 or B-2 zones as depicted in the Imperial County Airport Commission Land Use Plan shall be required to dedicate an aviation easement.

Policy 7.6: All new development in the C zone as depicted in the Imperial County Airport Land Use Plan shall be required to dedicate an overflight easement.

Policy 7.7: All new residential development in the D zone as depicted in the Imperial County Airport Land Use Plan shall be required to execute a deed notice.

TRANSPORTATION NOISE

One of the primary sources of noise in Brawley is transportation activities. The operation of cars, trucks, trains, and aircraft generate substantial noise levels that affect the quality of life of the community. To reduce effectively reduce general noise levels in Brawley, noise generated by transportation activities must be addressed.

GOAL 8: Utilize noise control measures to reduce the impact from transportation noise sources.

Policy 8.1: Encourage the Municipal Airport to implement noise control procedures and to consider methods to reduce and minimize noise exposure due to aircraft flyovers within Brawley.

Policy 8.2: Continue to monitor all airport activities to minimize noise impacts within Brawley resulting from airport operations.

Policy 8.3: Require construction of noise barriers along the railroad where new residences are proposed adjacent to the track.

Policy 8.4: Encourage the rail operators to minimize the level of noise produced by train movements within Brawley by reducing speeds, or utilizing improved vehicle system technology.

Policy 8.5: Encourage, where feasible, noise mitigation measures, such as noise barriers and realignments, in the design and construction of new roadway projects in Brawley.

Policy 8.6: Enforce the State's Vehicle Code noise standards within the City.

Policy 8.7: Consider noise impacts to residential neighborhoods when designating truck routes and major circulation corridors.

Policy 8.8: Work with public transit providers to establish bus routes that meet public transportation needs and minimize noise impacts in residential areas.

NON-TRANSPORTATION NOISE

Significant noise is also generated by other sources that are unrelated to transportation activities, (such as industrial, agricultural, and construction operations). Non-transportation noise can be controlled to avoid excessive exposure.

GOAL 9: Develop measures to control non-transportation noise impacts.

Policy 9.1: Implement a review process of Brawley's noise ordinance, and City policies and regulations affecting noise.

Policy 9.2: Minimize the impacts of construction noise on adjacent land uses through limiting the permitted hours of activity.

Policy 9.3: Require City departments to observe state and federal occupational safety and health noise standards.

Policy 9.4: Require new equipment and vehicles purchased by the City to comply with noise performance standards consistent with available noise reduction technology.

NOISE AND LAND USE PLANNING INTEGRATION

The juxtaposition of incompatible land uses can result in noise impacts to sensitive receptors, (e.g., residential uses, schools, hospitals). Noise impacts can be avoided by considering the effects of noise early in the land use planning process.

GOAL 10: Incorporate noise considerations into land use planning decisions.

Policy 10.1: Adopt planning guidelines which establish acceptable noise standards for various land uses throughout Brawley.

Policy 10.2: Apply the state's noise insulation standards to the construction of multi-family housing and conversion of existing apartments into condominiums.

Policy 10.3: Utilize noise/land use compatibility standards as a guide for future planning and development.

Policy 10.4: Review proposed projects in terms of compatibility with nearby noise-sensitive land uses with the intent of reducing noise impacts.

Policy 10.5: Require new residential developments located in proximity to existing commercial/industrial operations to control residential interior noise levels as a condition of approval.

Policy 10.6: Require that commercial uses developed as part of a mixed-use project (with residential) not be noise intensive. Design mixed-use structures to prevent transfer of noise from the commercial to the residential use.

Policy 10.7: Require new commercial/industrial operations located in proximity to existing or proposed residential areas to incorporate noise mitigation into project design.

Policy 10.8: Require new residential development and office buildings located within the 25 dB contour of the Municipal Airport to reduce interior noise levels by 25 dB as a condition of approval.

RELATED GOALS AND POLICIES

Goals and policies of the other Brawley General Plan Elements also relate to public safety and noise issues. Internal consistency is a major legislative requirement for all general plans. Table PSN-1 shows the goals and policies of the Public Safety/Noise Element that are related to the other Elements of the General Plan.

**TABLE PSN-1
PUBLIC SAFETY/NOISE
RELATED GOALS AND POLICIES BY ELEMENT**

Public Safety/ Noise Issue Area	Related Goals and Policies by Element						
	Land Use	Infra- structure	Resource Manage- ment	Open Space/ Recre- ation	Public Safety/ Noise	Economic Develop- ment	Housing
Flooding	4.3, 11.1, 11.5		6.4	3.1, 3.2			
Seismic and Other Geologic Hazards	4.3, 7.6		6.1, 6.2, 6.5, 6.8	3.1, 3.2			4, 5, 6, 11
Hazardous and Toxic Materials	5.5	1.7, 2.4, 12.1, 13.1-13.3	8.6, 8.4	2.1			
Fire	11.10						4, 5, 6, 11
Emergency Preparedness Planning/Disaster Response							
Aircraft Overflights	4.3	4.1-4.4		3.1, 3.2			
Transportation Noise		1.13, 3.4					
Non-Trans- portation Noise							
Noise and Land Use Planning						3.5	

PUBLIC SAFETY/NOISE PLAN

The Public Safety/Noise Plan describes the approach to be used in implementing the goals and policies related to the protection of public safety and noise control. The Plan addresses the City's approach to reducing public safety hazards through appropriate land use planning, regulation, and emergency preparedness. The Plan also describes how the City will control noise to ensure a pleasant living environment. The General Plan Implementation Program contains specific programs that the City will follow to carry out the agenda discussed below.

Two technical reports have been prepared to support the Public Safety/Noise Plan. The Technical Background Report prepared by Leighton and Associates Geotechnical and Environmental Engineering Consultants addresses seismic, other geologic hazards, and flood and inundation hazards. The Technical Noise Report prepared by J.J. Van Houten & Associates describes existing noise conditions. The Technical Noise Report also projects future noise conditions based on the planned land uses identified in the Land Use Plan and programs to control future noise levels.

FLOODING

The climate of the Imperial Valley region is extremely arid. Rainfall generally ranges between three and four inches per year. During the winter months, the valley is subject to various degrees of storm flooding such as flash floods or slow floods. Flash flooding in the desert is generally limited to low-lying drainages or washes that extend outward from the flanks of the mountains bordering the valley. Storm flooding can also occur in floodways of floodplains adjacent to rivers, in low-lying areas adjacent to water sources (such as irrigation canals), and adjacent to storm drain ditches or other low-lying areas where storm water may collect.

Most potential flooding problems in the Brawley Planning Area are related to the rise in water level of the New River during precipitation events. Figure PSN-1 shows the areas subject to flooding of the New River. Flooding of the New River is presently not considered hazardous in the Planning Area because little development occurs in the flood channel and the elevation of the channel is substantially lower than the valley floor. Minor flooding and ponding of surface water can occasionally occur on the flat valley floor when irrigation canals overflow or are unable to withstand heavy precipitation. Flooding of the valley floor is considered more of an inconvenience than a hazard.

To maintain low flood hazards, the City will continue to discourage development in the New River flood channel. As indicated on the Land Use Policy Map in the General Plan Land Use Element and in the Open Space/Recreation Element, the New River channel is generally designated

High Potential for Flooding

Figure PSN-1
Flood Zone

as Open Space. Development of land under the Open Space designation will be limited to passive and active recreational uses. To keep flood hazards minimal, the development intensity allowed under the Open Space category is very low and no residential uses are allowed.

In addition to appropriate land use planning, the City will take other steps to avoid flood hazards in the Planning Area. During the review of proposed development projects (including roadways), the City will assess drainage conditions of the project site and require the construction of necessary drainage infrastructure. The City will also assess the potential of the project to adversely affect off-site drainage and require mitigation measures where needed. To maintain adequate city-wide drainage and flood control as development proceeds in future years, the City will cooperate with the Imperial Irrigation District to plan and construct drainage infrastructure depositing runoff into the New River, and consider participating in the National Flood Insurance Program.

Earthquake-induced shock waves can cause significant structural damage to above-ground water storage tanks that are not adequately braced and baffled. Sloshing water can lift a water tank off its foundation and buckle the bottom of the tank. Pipes connected to tanks can be sheared off. There are several older, above-ground water tanks in the Planning Area. If these water tanks are damaged during an earthquake and the municipal water supply could be reduced. Efforts to suppress earthquake-induced fires in the City could consequently be hindered. The recently-constructed three million gallon tank conforms to current engineering standards and can endure some groundshaking. The City will periodically monitor the stability of local water storage tanks to avoid earthquake-induced flooding.

SEISMIC AND OTHER GEOLOGIC HAZARDS

The tectonic activity in Imperial Valley is characterized by the deformation of recently deposited sediments, high levels of seismicity (many small earthquakes or micro-earthquakes), evidence of recent fault displacements, and historic surface faulting. Given the abundance of moderate earthquakes in Imperial Valley, the Brawley Planning Area is particularly susceptible to strong ground shaking and significant earthquake damage. Strong ground shaking from an earthquake can result in liquefaction, landslides, ground lurching, and structural damage. Other hazards can be indirectly triggered by strong ground motion such as fire, hazardous materials accidents, flood inundation from water tank or reservoir failure, and disruption of essential facilities and systems, (e.g., water, sewer, gas electricity, transportation, communication, irrigation, and drainage systems).

Since the primary seismic danger in Brawley is groundshaking, the City cannot directly mitigate this hazard. Earthquakes in Imperial Valley are unavoidable. However, the City will require that housing and other structures be designed to be as shock resistant as possible or feasible. The City will particularly monitor the structural integrity of buildings designed for

human occupancy, critical service structures, and emergency facilities which are essential during periods of emergency. The City will also monitor bridges and overpasses for structural deficiencies and directly work with Caltrans, County of Imperial, and Southern Pacific Railroad to correct any identified deficiencies. Earthquake awareness programs will be periodically promoted by the City stressing individual preparedness and understanding of community-wide emergency procedures.

The City will require geologic investigations for all development. Development on sites with identified geologic hazards will be restricted and mitigated to ensure reasonable safety. Constructing buildings to minimize earthquake hazards will be balanced against City goals, and will be required if necessary for public safety.

Unreinforced masonry buildings are particularly subject to collapse during earthquakes. Approximately 39 unreinforced masonry buildings exist within the City of Brawley. The City's Unreinforced Masonry Ordinance, which has recently been revised, identifies minimal standards to increase the safety of such buildings. Conformance with the ordinance is voluntary to allow for sensitivity to the financial needs of property owners and ensure the preservation of Brawley's building stock. The City will continue to encourage owners of unreinforced masonry buildings to upgrade the structures and comply with the City's Unreinforced Masonry Building Ordinance. The use of incentives will be continued to increase conformance to the ordinance.

The most northern portions of the Imperial and Brawley Faults are the closest faults to Brawley which have shown surface rupture or displacement during the past few major earthquakes in Imperial Valley. The Alquist-Priolo Special Studies Zone for the Imperial Fault extends approximately 500 feet into the southern portion of the Planning Area (Figure PSN-2). During the 1940 Imperial Earthquake, the Imperial Fault ruptured the surface approximately three miles south of the Brawley Planning Area. Pursuant to the Alquist-Priolo Special Studies Zone Act, the City has designated the portion of the Planning Area within and adjacent to the Special Studies Zone for Agriculture in the General Plan Land Use Element. Under this designation, very low density uses can only be developed in addition to agricultural uses. The potential hazard associated with ground rupture along the fault will consequently be minimal because there will be little or no permanent population near or on the fault. If development is proposed in the Special Studies Zone, the City will perform a fault-trenching program to determine whether active or potentially active faults occur and develop appropriate engineering parameters pursuant to state law.

The New River corridor is subject to liquefaction, which occurs when loose, unconsolidated, saturated, sandy soils are subjected to ground vibrations during a seismic event. Figure PSN-3 shows the distribution of potential liquefaction areas. When these sediments are substantially shaken, they lose their strength and behave as a liquid due to a sudden increase in pore water

pressure. Structures built on soils that liquefy may sink or topple over as the soil loses its bearing strength. The New River corridor is designated as Open Space in the Land Use Plan of the General Plan. The primary uses under this designation are passive and active recreational facilities and low intensity non-residential uses. The public safety hazard from liquefaction will be minimal as the City develops because no or very little permanent population will occupy the potential liquefaction areas. If development is proposed in an area with high potential for liquefaction, a technical study shall be prepared by a professional geologist/engineer to identify specific conditions. Mitigation measures will be incorporated into the project to reduce potential liquefaction hazards.

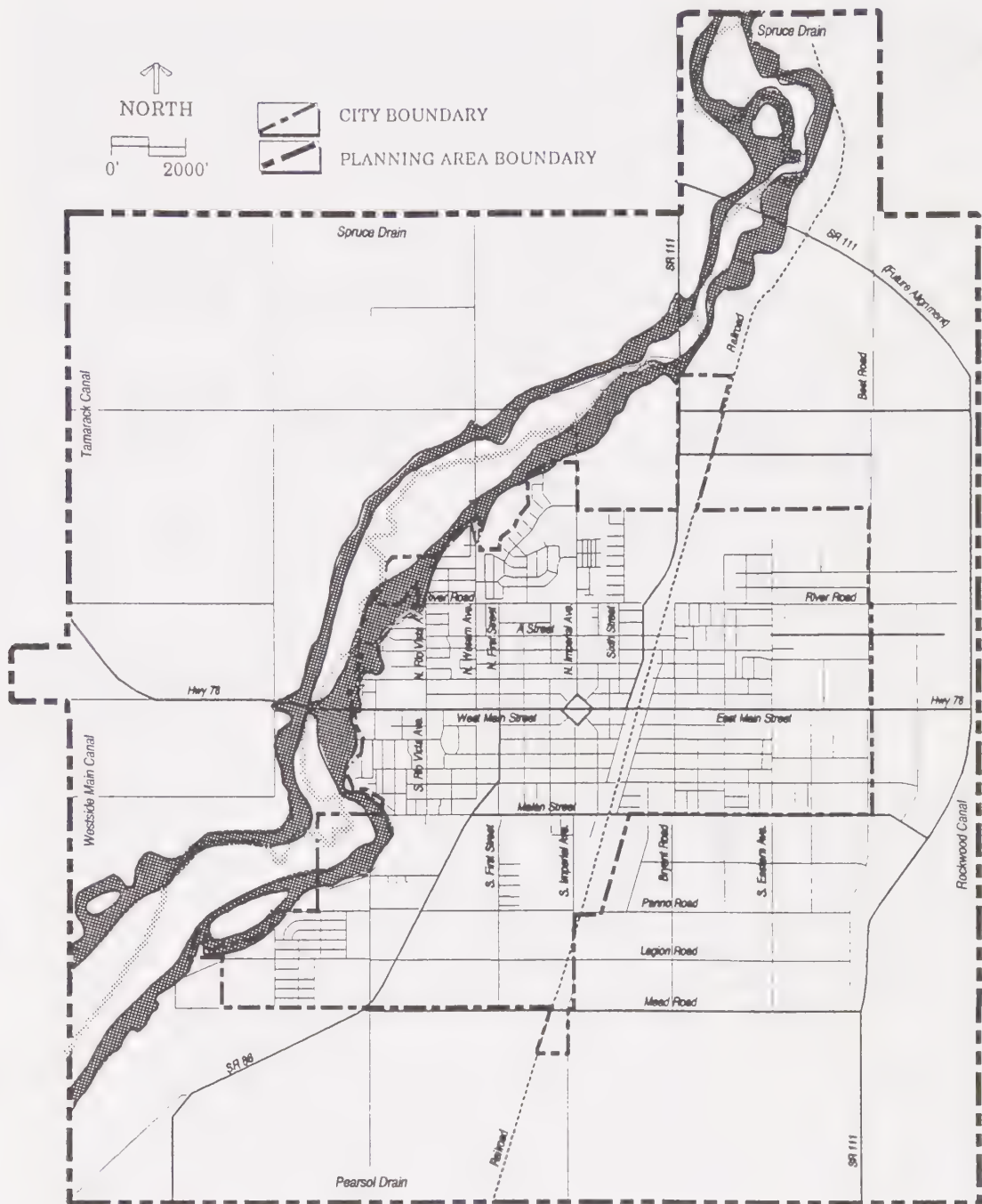
Other geologic hazards occur in the Planning Area in addition to seismic hazards. The County of Imperial General Plan identifies areas with landslide hazards based on information from the State Division of Mines and Geology. No portions of the Brawley Planning Area are susceptible to landslides with the exception of the steep bluffs adjacent to the New River. The sediments exposed in the bluffs are susceptible to landsliding and other slope instability problems. Figure PSN-4 shows the distribution of areas susceptible to landslides and other slope instability problems in Brawley. Slope stability problems along the New River channel may be activated by excessive rain, artificial introduction of water into the slope, improper site design or grading practices, and strong ground motion during an earthquake.

Most of the New River bluffs are designated as Open Space. Under the Open Space designation, recreation uses will primarily be developed. Some other low density, non-residential uses will also be allowed. For development projects proposed on sites adjacent to the New River channel, the City will require a study of existing and/or potential slope problems and require mitigation measures based on the results of the study and current grading codes. Planting, irrigation, and drainage guidelines will be developed and implemented for all cut slopes greater than five feet in height and fill slopes greater than three feet in height.

Some of the soils in Brawley have a high expansion or shrink-swell potential. Soils with high expansion potential are generally found where fine-grained clayey sediments occur. When soils expand, foundations can be weakened and structural integrity diminishes. For all proposed development projects in Brawley, the City will require a site-specific study to determine the shrink-swell potential of on-site soils. Appropriate mitigation measures will be required to ensure structural integrity and protect public safety.

HAZARDOUS AND TOXIC MATERIALS

The primary means of controlling hazardous materials is governing the siting of and conditions imposed upon facilities that handle hazardous materials or land uses developed adjacent to facilities using hazardous materials. The City of Brawley will ensure that commercial, industrial, and agricultural operations will not potentially affect public and environmental health by



SOURCE: Leighton and Associates

Moderate to High Potential for
Landslides and other Slope Stability Problems



NOTE: Areas Outside of the High Potential
Zone have Low to Moderate Potential for
Liquefaction during an Earthquake.

Figure PSN-4
Unstable Slope Areas

establishing standard procedures to implemented during the development review process. The City will:

- Develop and implement development standards for the storage of hazardous materials to minimize damage caused by leaks or ruptures in storage tanks;
- Ensure that required permits from responsible agencies are obtained for projects entailing the production, storage, transportation, use, or disposal of hazardous materials;
- Provide a safe distance between land uses involving the production, storage, transportation, use, or disposal of hazardous materials and other land uses that may be adversely affected by such activities;
- Require development projects to conform to the regulations of the National Pollution Discharge Elimination System Permits; and
- Assess the threat of resident exposure to agricultural materials and require development designs to minimize exposure where new residential development is proposed next to agricultural uses.

The accidental release of hazardous materials would most likely occur at businesses and agricultural operations that utilize such materials and along transportation routes. Many of the businesses and agricultural operations that store or utilize hazardous materials in Brawley are separate from the most sensitive land uses, such as residential neighborhoods. In the event of an accident, the health of persons on or near the site could be threatened but residential populations would be less affected. Pursuant to the state Emergency Right-to-Know-Act, businesses using hazardous materials must prepare a Business Plan within one year of operations. The Business Plan identifies the types of materials used on-site and is submitted to the County Environmental Health Services and Fire Department. The Brawley Fire Department will obtain copies of Business Plans prepared for operations within the Planning Area to compile a data base for emergency situations.

Underground tanks are often used to store hazardous materials for industrial, commercial, and agricultural uses. A number of underground storage tank leaks have occurred in Brawley and have resulted in ground and groundwater contamination.

Hazardous materials are transported along the Southern Pacific Railroad and State Routes 86 and 111. Liquid petroleum is transported through pipelines that generally parallel the railroad. In addition, pesticides and other agricultural chemicals are transported along a number of roads in the

agricultural portions of the Planning Area. The railroad and State Routes primarily extend through non-residential areas and a hazardous materials accident would only threaten the health of occupants of nearby commercial and industrial buildings. The release of hazardous materials could result in ground and water contamination. Because agricultural areas contain sparse resident populations, few people would directly be affected by an accident involving agricultural chemicals. However, ground and water contamination could occur.

The Imperial County Hazardous Materials Area Plan was prepared pursuant to Chapter 6.95 of the California Health and Safety Code to protect public health and safety from hazardous materials. The City of Brawley hereby adopts the Hazardous Materials Area Plan by reference to address hazardous waste issues in the community. The County Hazardous Materials Area Plan establishes emergency response procedures for hazardous material accidents. The City of Brawley Fire Department will implement these procedures in case of an accident either at a local business, in an agricultural area, or along a transportation route. The procedures will be activated once the Fire Department receives notification of any hazardous materials incident. According to the procedures, the engine company first at the accident site shall only take whatever actions are necessary to safely control the incident. The dispatch center should notify the Imperial County Environmental Health Services Division and the Chief Officer of the County Fire Department. The County has one Hazardous Materials Unit that is dispatched for hazardous materials incidents.

Household hazardous wastes, (e.g., paint thinner, household cleaners, automotive products), are a growing environmental concern. As required under state law, the City will prepare its own Hazardous Household Waste Plan to minimize environmental contamination and public health hazards associated with toxic household materials. The Plan will address education of local residents, health hazards from household hazardous materials, and regular household hazardous waste disposal programs.

FIRE

Several types of fire hazards occur in Brawley. The agricultural fields surrounding the urbanized area are burned regularly. An uncontrolled field fire could threaten adjacent structures. Brush is a fire hazard in some parts of the Planning Area. In addition, some of the older structures of the City may be susceptible to fires due to systems that fail to meet current codes, (e.g., heating system, electrical system, roofing materials).

The City will reduce fire hazards within new development through adoption and implementation of Uniform Fire Code provisions and amendments for special applications in Brawley. The amendments shall address local topographic, geologic, climatic, and development conditions. Incorporation of the Uniform Fire Code in new development will result in structures that are more resistant to fire and maximize public safety in the event of a fire.

During the development review process, the Public Works Department and the Fire Department will review water flow and distribution requirements for new development projects to ensure adequate water pressure for fire fighting.

Education also plays an important role in fire safety. People must be made aware of the fire dangers in natural and open space areas, particularly in the fire season. The City will provide public education and information programs to disseminate information regarding potential fire hazards related to open space areas and residential, commercial, industrial, and agricultural uses. All education programs shall emphasize fire prevention measures to minimize risks.

EMERGENCY PREPAREDNESS PLANNING/DISASTER RESPONSE

Each city must have a plan for response to emergency and disaster situations. The City of Brawley has an Emergency Preparedness Plan known as the Emergency Operations Plan. The Plan establishes response procedures for peace and wartime disasters and it complies with the provisions of the California Emergency Preparedness Plan and Emergency Resources Management Plan which apply to city governments.

Emergency Evacuation

The City has designated several evacuation routes through Brawley to be used in case of catastrophic emergencies. The extent and severity of a disaster will determine which routes and which directions people must take in order to escape or avoid the afflicted areas. Figure PSN-5 shows the City's emergency evacuation routes.

Emergency Response Personnel

The City Police Department and Fire Department bear most of the responsibility for providing emergency services. In the event of a major disaster, other City, County, and State personnel assume local emergency response roles.

Emergency Shelters

In the event of either a natural or man-made disaster, homes may be destroyed or be inaccessible for extended periods of time. Area residents will need some form of temporary shelter. The City in coordination with the Red Cross, Salvation Army, and state and federal agencies are responsible for providing emergency shelter to displaced residents.

The Brawley Emergency Operations Plan contains an inventory of sites suitable for use as emergency shelters. The site or sites used in a particular emergency depend upon the length of time required to shelter the refugees. Sites most frequently used for shelter are schools, senior centers, community centers, public buildings, and churches.

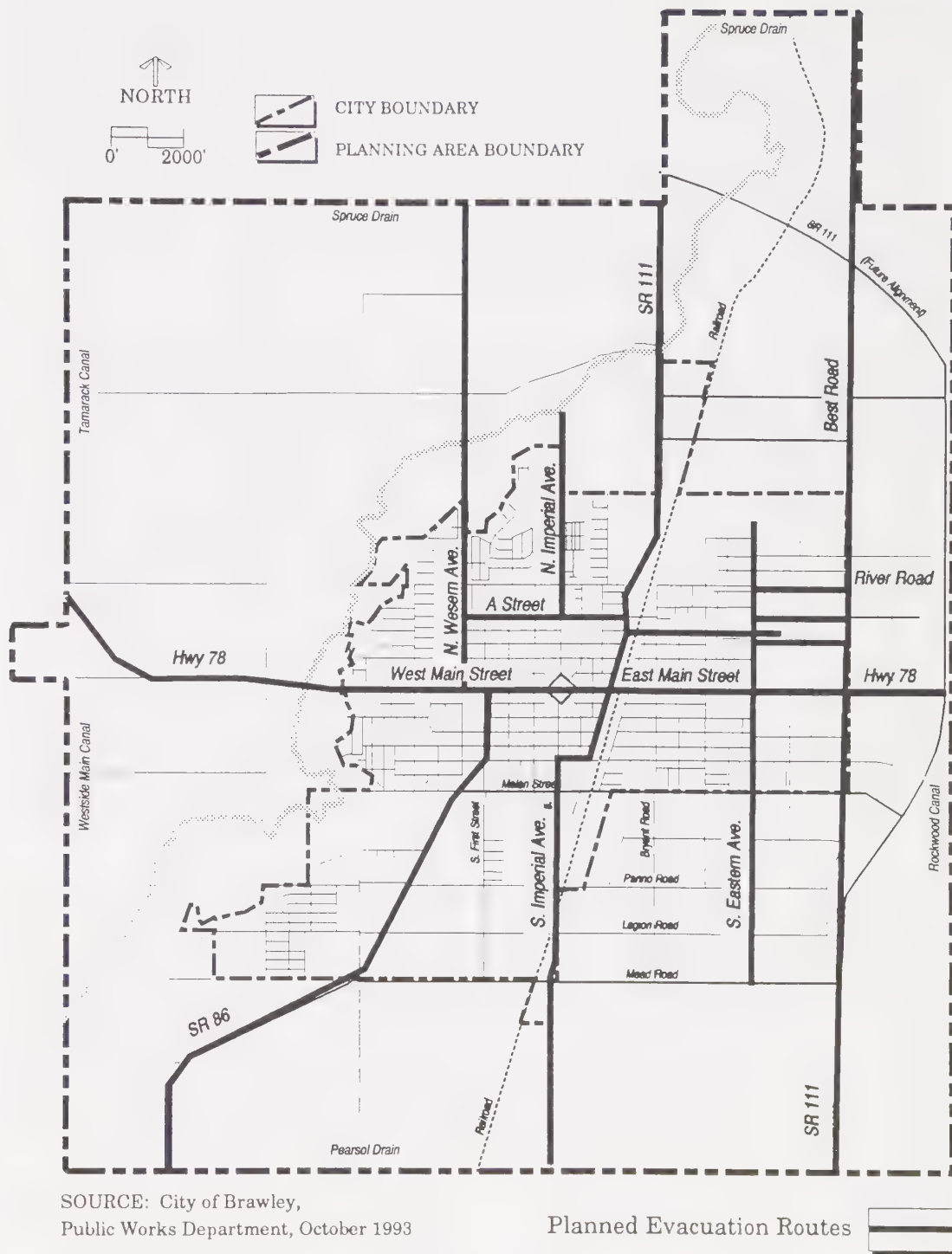


Figure PSN-5
Evacuation Routes

AIRCRAFT OVERFLIGHTS

The Brawley Municipal Airport is located in the northern part of the City. The airport is used by small craft. A right-hand flight pattern is used at the airport and aircraft predominantly land from the east. Take-offs usually occur to the west and circle northeast. The location of the airport within the City limits creates a potential public safety hazard. Accidents occurring during take-off or landing could impact surrounding land and result in personal injury and property damage. While the City's power to manage the operational activities of the airport is extremely limited, the City can participate in land use control within the flight paths and the legislative process that regulates airport operations.

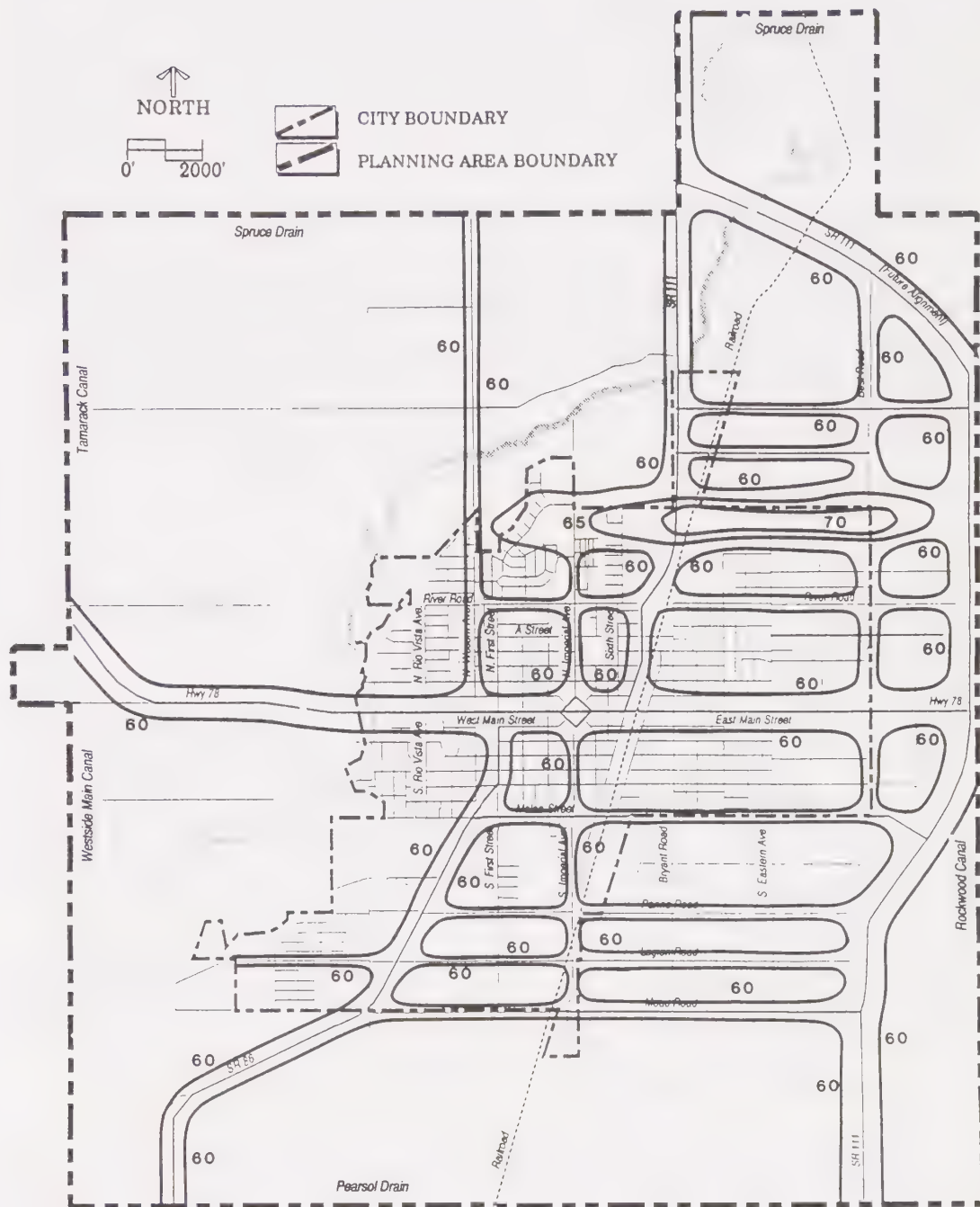
The area around the airport is largely used for agricultural purposes and very little public safety risks from aircraft accidents are present. The Land Use Element of the General Plan designates the areas adjacent to the airport and under the flight pattern for Industrial uses, (see Figure OS/R-3 in the Open Space/Recreation Element). The objective of employing the Industrial designation around the airport and below the flight pattern is to minimize the risk of aircraft overflight incidents and human endangerment. The population density in industrial use areas is relatively low compared to other types of use areas. In the case of an aircraft accident, the risk of human endangerment will be much lower than if the area was developed with more intensive uses.

In addition, the City will include an Airport Overlay in the City Zoning Ordinance that will establish height limitations, restrict flight hazards, restrict land uses within runway protection zones, and protect residential uses from excessive noise from airport operations. The City will continue to coordinate the review of development proposals with the County Airport Land Use Commission.

The City plans to extend the runway to the east approximately 0.5 mile to accommodate more traffic and large aircraft. As indicated in the Land Use Plan, the runway extension will almost reach the eastern edge of the City's Sphere of Influence. Any development that occurs outside of the City to the east of the runway extension must not interfere with future airport activity. The City will closely monitor all development proposals in the unincorporated County area to near the airport extension to ensure that future development conforms to the development standards of the Airport Overlay in the City Zoning Ordinance.

TRANSPORTATION NOISE

Exterior noise in Brawley is primarily generated by transportation activities such as vehicle use, trucking, airport operations, and rail operations. The noise environment for the Brawley Planning Area can be described using noise contours developed for the major noise sources within the area. Noise controls represent lines of equal noise exposure. Figure PSN-6 presents the noise contours for the Brawley Planning Area for Land Use Policy Map



SOURCE: J. J. Van Houten and Associates

Figure PSN-6
Future Community Noise Equivalent
Level (CNEL) Contours for
the Brawley Planning Area

buildout conditions. The contours shown on the maps range from a CNEL of 60 dB to 70 dB for aircraft, train, and traffic noise. The noise contours for the Brawley Planning Area were developed based upon existing and future traffic conditions, train operations and environmental conditions.

Noise Impact Areas

The noise contours are used as a guide for planning. The 60 dB CNEL contour defines the noise impact area. Any proposed new noise sensitive land use (i.e., residential, hospitals, schools and churches) within this area shall be evaluated on a project specific basis to meet City or State (Title 24) standards. An acoustical analysis prepared by a qualified acoustical engineer, should be required in these Noise Impact Areas for all noise sensitive land uses verifying that the structure has been designed, or mitigation measures proposed, to limit intruding noise to the prescribed allowable levels.

Areas of Special Concern

Areas of special concern within Noise Impact Areas are near the Brawley Municipal Airport. CNEL range from 60 to 70 dB around the airport. The orientation of the CNEL contours correspond to the east-west trending runway and the right-hand flight pattern.

The planned land uses established in the Land Use Element reflect the airport noise contours. Land uses within the Noise Impact Areas are restricted to industrial and commercial development. One exception is a pocket of planned rural residential development to the west of North Imperial Avenue. This pocket will be exposed to CNEL of 65 dB in future years. Mitigation measures may be required to reduce interior noise to acceptable levels.

Intermittent noise is produced by trains using the Southern Pacific Railroad. Rail activity is modest and thus the noise does not result in CNEL of 60. The intermittent noise can be substantial and temporarily disruptive.

Transportation Noise Control

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, since the City has little direct control over source noise levels because of state and federal preemption, (i.e., State motor vehicle noise standards and Federal air regulations), programs should be focused on reducing the impact of the noise on the community. Cooperative efforts with state and federal offices are essential.

Within the Brawley Planning Area are several transportation related noise sources including state highways, an airport and a railroad. These sources are the major contributors of noise in Brawley. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Public Safety/Noise Element.

Noise Barriers: The most effective method for mitigating transportation noise is through reducing the impact of the noise onto the community by utilizing the site design review process and the California Environmental Quality Act. Mitigation through site planning, landscaping, as well as topography, and the design and construction of a noise barrier (wall, berms, or combination wall/berms) are the most common ways of alleviating traffic noise impacts in existing urban environments. Setbacks can also be used to provide partial mitigation or full mitigation where a small noise reduction is needed.

Noise attenuating barriers are commonly incorporated into projects and can be extremely effective in reducing noise levels. The effectiveness of the barrier depends on the relative height and materials of the barrier, the noise source, the affected area, the horizontal distance between the source and the barrier, and between the barrier and the affected area. Although noise barriers can be extremely effective, their aesthetic effect on a neighborhood should be considered.

Noise mitigation measures should be included in the design of roadway improvement projects consistent with funding capability. Efforts by Caltrans and others to provide for acoustical protection of existing noise sensitive land uses affected by these projects will be supported by the City, and consideration of soundwalls will be requested to mitigate significant adverse impacts as part of any Caltrans projects. The State Route 111 realignment project is a primary candidate for the inclusion of barriers to reduce noise.

The use of walls and berms in the design of new residential and other noise sensitive land uses that are next to major roads, rail lines, commercial, or industrial areas may be extremely helpful in mitigating noise impacts. The City will also encourage the reduction of train noise by requesting that the Southern Pacific Railroad reduce speed and use welded track in good repair throughout the Planning Area.

Noise Control At The Source: The California Vehicle Code contains noise limits applicable to new vehicles at the time of manufacture and noise regulations pertaining to the operation of all vehicles on public roads.

The City will provide for continued evaluation and enforcement of truck and bus movements and routes to minimize noise at the source for sensitive land uses. Regulation of traffic flow can also significantly minimize noise impacts. The State Motor Vehicle noise standards for cars, trucks, and motorcycles will be enforced through coordination with the California Highway Patrol and the Brawley Police.

The City and its citizens will also participate in planning processes for the Brawley Municipal Airport. The City will work with the Airport Land Use Commission to ensure that changes in airport operation do not result in excessive noise to existing and planned land uses.

NON-TRANSPORTATION NOISE

People, and noise sensitive areas, must be protected from excessive noise generated by non-transportation sources including commercial and industrial centers. These impacts are most effectively controlled through the environmental and site plan review process by imposition of mitigation measures and the application of a City Noise Ordinance.

Typical Mitigation for Industrial and Commercial Uses

Consideration should be given to the control of noise in new commercial and industrial developments when noise levels would otherwise be generated that would exceed the noise level for the district in which they are located and that would adversely affect nearby projects. The following mitigation measures could be applied when reviewing these new projects:

- *Furnaces* - Acoustically treat natural draft and/or forced draft units and combustion air intake plena. Insulation of firing walls and damped and lined ducting are but a few of the treatments that could be considered.
- *Fans* - Air cooled heat exchangers can be provided with silencers where effective (i.e., primarily on small, high-speed air fans). For larger coolers, quieter equipment can be installed.
- *Motors* - Quiet-design motors can be employed and located to minimize impacts on nearby properties.
- *Centrifugal Compressors* - Centrifugal compressors can be equipped with inlet and discharge silencers. Acoustical enclosures may also be considered.
- *Centrifugal Pumps* - Centrifugal pumps may be equipped with suction and discharge piping that has been acoustically treated. Acoustical enclosures may be considered.
- *Steam and Gas Generators* - Acoustical enclosures for turbines may be effective in reducing noise. Inlet and discharge piping may be acoustically treated and expansion joints added or comparable attenuative modifications made to minimize structure-borne vibrations.
- *Control Valves* - Quiet valves should be used whenever available. In other circumstances, in-line silencers can be employed.
- *Atmospheric Vents, Exhaust and Intakes* - Noisy vents should be equipped with silencers. Where safety is no an overriding concern, vents should be positioned close to the ground or below grade.

Noise Ordinance

The City's Noise Ordinance will be updated to reflect the policies and plans of this element. The ordinance revisions will address the following subjects: construction activity, truck traffic, loading and unloading operations, landscape activity, interior noise standards and exterior noise standards. The updated Noise Ordinance will also require all City departments to comply with state and federal OSHA noise standards, and old purchased equipment and vehicles must comply with city, state, and federal noise standards.

The Noise Ordinance will be enforced to ensure that adjacent properties are not exposed to excessive noise levels from stationary sources. The Economic and Community Development Department will act as noise control coordinator. This will ensure the continued operation of the noise enforcement efforts of the City. Following the initial update of the Noise Ordinance, the City will periodically review its Noise Ordinance and other noise policies and regulations to conform with changes in legislation and/or technologies, and to address new community noise issues.

NOISE AND LAND USE PLANNING INTEGRATION

Table PSN-2 provides guidance for the acceptability of certain development projects within specific CNEL contours and will act as a set of criteria for assessing the compatibility of proposed land uses within the noise environment. Land Use Compatibility Guidelines are the basis for development of the specific noise standards presented in table PSN-3. The noise standards will act as city policy for new land uses and acceptable noise levels for development.

For the City to achieve noise and land use compatibility, it is imperative that mitigation measures be imposed during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The submittal of an acoustical analysis report in noise impact levels is one mechanism to evaluate proposed projects. The incorporation of mitigation measures as described in this element and other action may enable a project to comply with exterior and interior noise compatibility guidelines and standards.

Construction Standards

The provisions of the State of California Noise Insulation Standards (California Administrative Code, Title 24) specifying that the indoor noise levels for multifamily residential living spaces shall not exceed 45 dB CNEL (or Ldn) due to the combined effect of all noise sources will be enforced. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL (or Ldn). The noise contour maps can be used to decide when this standard needs to be addressed. The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings, other than detached single family dwellings. The City will also, as

a matter of policy, apply this standard to new single family developments and condominium conversion projects where feasible.

The noise levels presented in Table PSN-2 represent exterior noise levels. The primary purpose of the noise compatibility matrix is to identify potential conflicts between proposed land uses and the noise environment. The matrix is usually used at the General Plan or zoning level of approvals. If a project falls within Zone A or Zone B the project is considered compatible with the noise environment. Zone A implies that no mitigation will be needed. Zone B implies that minor soundproofing of the structure may be needed and should be engineered before issuance of building permits. Zone C shows that substantial noise mitigation will be necessary, such as construction of noise barriers and substantial building sound insulation. However, projects in Zone C can be successfully mitigated. The project may be approved for land use and then is mitigated as necessary to achieve City standards (Table PSN-3) before issuance of building permits or other appropriate milestones.

TABLE PSN-2
NOISE/LAND USE COMPATIBILITY MATRIX

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL CNEL						
CATEGORIES	USES	<55	60	65	70	75	80	>
RESIDENTIAL	Single Family, Duplex, Multiple Family	A	A	B	C	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Develop- ment, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealer- ship, Manufacturing, Warehousing, Whole- sale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL General	Hospital, Church, Library, Schools' Class- room	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

INTERPRETATION

ZONE A

CLEARLY COMPATIBLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B

NORMALLY COMPATIBLE

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditionally will normally suffice.

ZONE C

NORMALLY INCOMPATIBLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D

CLEARLY INCOMPATIBLE

New construction or development should generally not be undertaken.

**TABLE PSN-3
INTERIOR AND EXTERIOR NOISE STANDARDS**

Land Use	Noise Standards ¹	
	Interior ^{2,3}	Exterior
Residential - Single family, multifamily, duplex, mobile home	CNEL 45 dB	CNEL 65 dB ⁴
Residential - Transient lodging, hotels, motels, nursing homes, hospitals	CNEL 45 dB	CNEL 65 dB ⁴
Private offices, church sanctuaries, libraries, board rooms, conference rooms, theaters, auditoriums, concert halls, meeting halls, etc.	Leq(12) 45 dB(A)	-
Schools	Leq(12) 45 dB(A)	Leq(12) 67 dB(A) ⁵
General offices, reception, clerical, etc.	Leq(12) 50 dB(A)	-
Bank lobby, retail store, restaurant, typing pool, etc.	Leq(12) 55 dB(A)	-
Manufacturing, kitchen, warehousing, etc.	Leq(12) 65 dB(A)	-
Parks, playgrounds	-	CNEL 65 dB ⁵
Golf courses, outdoor spectator sports, amusement parks	-	CNEL 70 dB ⁵

NOTES

1. CNEL: Community Noise Equivalent Level.
Leq(12): The A-weighted equivalent sound level averaged over a 12-hour period (usually the hours of operation).
2. Noise standard with windows closed. Mechanical ventilation shall be provided per UBC requirements to provide a habitable environment.
3. Indoor environment excluding bathrooms, toilets, closets and corridors.
4. Outdoor environment limited to rear yard of single family homes, multifamily patios and balconies (with a depth of 6' or more) and common recreation areas.
5. Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

ECONOMIC DEVELOPMENT ELEMENT

CITY OF BRAWLEY
GENERAL PLAN

January 1995

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INTRODUCTION TO THE ECONOMIC DEVELOPMENT ELEMENT

Economic development is a key to achieving long-term community goals in Brawley. The Economic Development Element is intended to guide, direct and stimulate economic development planning and initiatives. Although this Element is optional under State law, City initiatives aimed at improving the economic conditions in the area are directly tied to other long-range goals in the areas of land use, housing, and infrastructure.

The Economic Development Element includes the following actions designed to improve the economic conditions in Brawley for the future:

- Maintain and promote fiscal strength and stability by: expanding and diversifying the economic base; and implementing an infrastructure improvement program;
- Promoting business by: following a strategy to promote desired businesses and industries; expanding economic opportunities with regional and international markets; and meeting the retail needs of the community.
- Promoting the downtown business district through revitalization; and
- Balancing employment and housing opportunities.

PURPOSE OF THE ECONOMIC DEVELOPMENT ELEMENT

The purpose of this Economic Development Element is to formulate an economic development plan which can guide and shape important components of Brawley's economy, consistent with other Elements of the General Plan. The formulation of the Economic Development Plan was based upon opportunities and constraints in Brawley. This Element identifies the economic factors affecting the City, presents the economic development goals and policies, and formulates the economic development plan for the City.

ECONOMIC FACTORS AFFECTING THE CITY

The economic development goals, policies and plan reflect the City's response to current and future economic conditions described in the Brawley Economic Report prepared by Economic Research Associates. The following information summarizes the economic factors which most affect the City's economic development.

Characteristics of the Local Economy

- The primary export sector in Brawley (and in Imperial County) is agriculture which comprises approximately 18.8 percent of total employment in the City. Over 1,200 residents of Brawley are employed in agriculture.
- The largest sectors of employment in Brawley are personal services and wholesale/retail trade; however, these sectors primarily serve county residents and are not considered export industries that bring dollars into the region.
- The employment distribution center in the City is similar to the countywide distribution, except Brawley residents proportionally more represented in manufacturing and transportation/utilities, and are less represented in construction, government, and finance, insurance, and real estate.
- The largest employers of Brawley residents in Imperial County are government agencies such as the County of Imperial, the Imperial Irrigation District, and the Calipatria State Prison followed by an institutional employer, Pioneers Memorial Hospital.
- The largest manufacturing employers of Brawley residents include the Holly Sugar Company, Golds Fields Operating Company, and the U. S. Gypsum Company.

Economic Development Constraints

- Unemployment is high in Brawley and the Imperial County, with Brawley at 27.4 percent compared with a 25.4 percent unemployment rate countywide.
- The median household income in Brawley is approximately \$22,365, significantly less than the statewide median of \$35,798.
- Although retail sales rose in 1992 and 1993, retail sales per capita in Brawley fell between 1981 and 1991, from almost \$8,950 per capita (1991 dollars) in 1981 to \$5,400 in 1991, or 40 percent during the decade. Sectors showing the greatest decline in retail sales per capita were general merchandise, building materials and farm implements, automobile dealers and automobile supplies, and service stations. Retail sales per capita have also declined by 10 percent statewide and 16 percent countywide during that same period.

-
- Brawley generally experiences sales leakage in many retail sales categories, especially those that involve comparison shopping. A primary exception to this is building materials and farm implements where Brawley demonstrates a market advantage.
 - The retail sales potential for Brawley is somewhat restricted by the market area population's relatively lower income, the relatively small population in the market area (about 65,000 persons), and the dominance of El Centro in a region with a relatively small population base.

Economic Development Opportunities

- A new opportunity will be created by the rerouting of State Route 111, a major transportation corridor linking Mexico and the United States, along the east side of Brawley to a connection with State Route 86 north of the City.
- Brawley is the third largest city in Imperial County and the primary city in the northern half of the county; and, as a result, Brawley is in a position to intercept consumer and business trade generated by the northern population, businesses, and tourists.

SCOPE AND CONTENT OF THE ELEMENT

The Economic Development Element is intended to be a dynamic component of the General Plan. The Element is directed at a wide range of economic issues that need to be dealt with during various stages of the community's evolution and, in some cases, on a repetitive basis. Therefore, the economic goals and policies are of a general nature so as to encompass the directed scope of specific initiatives described in the Economic Development Plan, whenever and as often as they must be undertaken.

The City intends to achieve three major objectives as a result of stated economic development goals, application of policies, and implementation of program initiatives:

- 1) Expand and attract businesses and industries that create jobs and new physical development;
- 2) Become the major commercial retail center for the northern half of Imperial County as this portion of the County grows; and
- 3) Exploit the opportunities for economic development created by the rerouting of SR 111 near the municipal airport.

Accomplishment of these three objectives will place Brawley in an improved competitive position relative to other cities in Imperial County, generating economic benefits, employment, and fiscal benefits for the community.

RELATED PLANS AND PROGRAMS

Within Brawley, there are two major entities that directly address economic development -- The Brawley Economic Development Commission and the Brawley Community Redevelopment Agency.

Brawley Economic Development Commission

The Brawley Economic Development Commission (BEDC) was formed as an arm of the Chamber of Commerce in late 1990. BEDC efforts to promote economic development include: 1) internal marketing to generate interest in the community's future; 2) targeting of specific industries that are appropriate for the community (food/beverage processing, electronic and computer components assembly, pharmaceuticals/biotech); and 3) expansion of tourism and related activities. The BEDC Board includes business leaders, community activists, and other leaders within the community who are interested in Brawley's future and wish to promote its economic growth.

Community Redevelopment Agency

The Brawley Community Redevelopment Agency was formed in 1976 in accordance with California Community Redevelopment Law (Health & Safety Code, Section 33000, et seq.) by the City of Brawley to design and implement a Redevelopment Plan for a defined Redevelopment Project Area within the City. The Brawley City Council serves as the Redevelopment Agency Board, although the Agency is legally a separate entity from the City of Brawley. The purpose of the Redevelopment Plan implemented by the Agency is to improve, rehabilitate, and redevelop land within the Project Area that is characterized by conditions of blight that place a serious physical, social or economic burden on the community. The Redevelopment Project Area was amended to expand its boundaries in 1991.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

All Elements of this General Plan must interrelate and be internally consistent. Some of the policies and programs of each Element may also address issues that are the primary subjects of other Elements. Other Elements of the General Plan contain policies and programs which support those of the Economic Development Element. The Economic Development Element is most directly related to three other Elements of the General Plan -- the Land Use Element, the Housing Element, and the Infrastructure Element.

The Land Use Element identifies the land available for industrial, commercial, and residential development -- all necessary to support economic and population growth. The Housing Element specifically focuses on the need for land for housing development to meet the demand created by new jobs and new non-residential development. The Infrastructure Element of the General Plan also directly supports economic development by addressing the need for some of the basic public services and facilities necessary to support urban development, such as transportation, water, sewer, and energy.

ECONOMIC DEVELOPMENT ISSUES

This section describes the issues (needs, opportunities, and constraints) of the City of Brawley relative to economic development. These issues are addressed in the goals and policies which follow in the next section of this Element.

FISCAL STRENGTH AND STABILITY

- Expansion of the City's economic base and diversification of economic activity is important for long-term stability.
- New development that generates more tax revenue is needed to provide necessary public services can offer long-term fiscal stability for the community (i.e., industrial and commercial development).

BUSINESS PROMOTION

- The City is interested in attracting new industry and retail commercial development.
- The City will benefit from the economic opportunities associated with the North American Free Trade Agreement.
- The City is interested in pursuing the development of a four-year university.

PROMOTION OF DOWNTOWN BUSINESS DISTRICT

- The existing downtown business district needs revitalization.

BALANCED EMPLOYMENT AND HOUSING

- The jobs to housing balance in Brawley should be improved by attracting new industrial and commercial development that provides employment opportunities.

ECONOMIC DEVELOPMENT GOALS AND POLICIES

The goals and policies of the Economic Development Element are an outgrowth of the issues related to economic development identified in the previous section of this Element. The goals and policies reflect the general direction of the City for addressing its long-range economic growth, and are designed to address: 1) fiscal strength and stability; 2) business promotion; 3) promotion of the downtown business district; and 4) balanced employment and housing.

FISCAL STRENGTH AND STABILITY

Maintaining and promoting fiscal strength and stability is an essential step in realizing a greater quality of life within Brawley. Expanding and diversifying the City's economic base provides a foundation for fiscal strength and stability in the future.

GOAL 1: Provide for the expansion and diversification of the City's economic base.

Policy 1.1: Maintain and support the Brawley Economic Development Commission and Chamber of Commerce and facilitate an aggressive business marketing and promotion program.

Policy 1.2: Identify the types of industrial, office and commercial uses that are desired by the community and assess the market demand for those types of uses.

Policy 1.3: Ensure that the land use plan includes sites supporting new job-creating industrial and commercial development.

Policy 1.4: Work with federal and state agencies to develop and implement programs designed to train the undereducated and unskilled to increase their opportunities for employment.

GOAL 2: Implement an infrastructure improvement program to enable the City to offer fully served industrial and commercial sites tied to multi-modal transportation.

Policy 2.1: Ensure adequate infrastructure to support new job-creating industrial development.

BUSINESS PROMOTION

Brawley is interested in promoting businesses which will create new jobs, new physical development, and increased revenues to support urban services. Opportunities to promote businesses and commerce must be recognized and acted upon to achieve these desired results.

GOAL 3: Develop a strategy for promoting the types of businesses and industries desired by the community.

Policy 3.1: Consider the use of incentives to assist businesses which provide important continuing benefits and contributions to the local economy.

Policy 3.2: Coordinate local programs with regional programs for retention of jobs and economic development.

Policy 3.3: Assure that local amenities and open spaces are maintained and expanded in order to assist and attract new businesses and promote economic vitality.

Policy 3.4: Establish revitalization project areas as needed by the City.

Policy 3.5: Promote the development of industrial parks in Brawley, which offer access to multi-modal forms of transportation (highway, rail, and air).

Policy 3.6: Provide for the expansion of the runway at the Brawley Municipal Airport, in order to accommodate the larger aircraft typically used by corporate decision makers.

Policy 3.7: Promote the development of hotels/motels, theatres, entertainment, golf course, recreation facilities and restaurants to facilitate the tourism industry.

Policy 3.8: Promote the development of quality recreational vehicle/travel trailer parks as a means of tapping into the winter visitor market.

Policy 3.9: Develop a streamlined City process for expediting land use permits and entitlements.

GOAL 4: Promote economic opportunities associated with regional and international markets to stimulate business for the City.

Policy 4.1: Review ongoing economic research on the effects of NAFTA to determine potential business opportunities for Brawley.

Policy 4.2: Develop strategies to promote NAFTA business opportunities that are suitable for Brawley. (N)

Policy 4.3: Work with Caltrans to ensure the proper and effective routing for the Highway 111/78 Brawley by-pass that protects the interests of Brawley.

Policy 4.4: Work with public and private transport agencies to make the flow of goods through and around Brawley as convenient and expedient as possible for business and industry.

Policy 4.5: Work with regional economic development agencies, local governments, and Mexicali officials to develop rail access to Pacific Ocean ports.

GOAL 5: Promote development to meet the retail needs of the community.

Policy 5.1: Promote development of retail uses which serve local needs and diversify the selection of conveniently located goods and services.

Policy 5.2: Promote the overlap between visitor and regional serving retail uses by encouraging retail goods and services which serve both market segments.

Policy 5.3: Ensure that the land use plan includes sites supporting job creating new commercial development.

Policy 5.4: Promote the development of more specialized and upscale retail establishments.

PROMOTION OF DOWNTOWN BUSINESS DISTRICT

The downtown business district is the heart of Brawley and is easily distinguished by a predominant Spanish architectural style and the physical arrangement of its streets and buildings. Revitalization of the district is an essential component of the City's overall approach to achieve and benefit from economic growth.

GOAL 6: Promote the revitalization of the downtown business district.

Policy 6.1: Encourage the development of both resident and regional-serving commercial uses.

Policy 6.2: Encourage the development of a combined governmental (City, state and federal) services complex in downtown Brawley.

Policy 6.3: Modify and implement design guidelines for downtown area.

Policy 6.4: Encourage mixed use residential and commercial uses within downtown.

Policy 6.5: Promote the use of a theme for architectural design.

Policy 6.6: Promote the development of recreational and retail opportunities that encourage use and activity beyond the normal hours of the work week.

BALANCED EMPLOYMENT AND HOUSING

Economic development creates jobs and demand for housing. To effectively attract new industry and commerce to Brawley, the City must ensure that adequate housing is available for those who wish to live and work in the community.

GOAL 7: Achieve a balance between housing and employment opportunities.

Policy 7.1: Implement the goals and policies of the Housing Element of the General Plan.

Policy 7.2: Develop and implement short- and long-range programs to stimulate jobs and economic growth.

RELATED GOALS AND POLICIES

The goals and policies described in the Economic Development Element are related to and support subjects included within other General Plan Elements. In turn, many goals and policies form the other Elements directly or indirectly support the goals and policies of the Economic Development Element. These supporting goals and policies are identified in Table ED-1.

**TABLE ED-1
ECONOMIC DEVELOPMENT
RELATED GOALS AND POLICIES BY ELEMENT**

Economic Development Issue Area	Related Goals and Policies by Element						
	Land Use	Infra-structure	Resource Management	Open Space/ Recreation	Public Safety/ Noise	Economic Development	Housing
Fiscal Strength and Stability	1.6, 1.8, 4.2, 4.5, 9.1-9.3, 10.1, 10.4	1.1, 2.6, 3.2, 3.3, 3.5, 3.7, 4.1, 4.4, 5.1-5.5, 6.1-6.3, 10.1, 13.1, 15.1, 15.2, 17.1, 17.4	15.1		5.1		
Business Promotion	1.2, 1.3, 1.9, 1.12, 1.13, 7.8, 9.1 - 9.3		13.1, 13.7				
Promotion of Downtown Business District	7.1 - 7.3, 7.9, 7.10						
Balanced Employment and Housing	1.7						2, 3, 10

ECONOMIC DEVELOPMENT PLAN

The Economic Development Plan describes the general approach to be used in implementing the Economic Development Element goals and policies. The economic development goals and policies provide direction to address the economic needs of Brawley. These specific goals and policies provide for continued growth of the City's economic and employment base and an increase in its fiscal strength and stability. In order to fully realize these goals and policies, the City must undertake active steps by implementing initiatives designed to capitalize on opportunities as they occur.

This Economic Development Plan presents a broad strategy to help relate the many individual initiatives which the City may pursue to achieve its economic development goals and policies. The initiatives are undertaken separately or in concert with one another to achieve economic development objectives within the constraints of available resources.

FISCAL STRENGTH AND STABILITY

A strategy for maintaining and promoting fiscal strength and stability for Brawley must be tied directly to the City's goal of expanding and diversifying its economic base. The strategy is based on the active efforts of the Brawley Economic Development Commission (BEDC), an arm of the Chamber of Commerce, and the Brawley Community Redevelopment Agency (CRA) to market and promote business opportunities in Brawley. A major objective of the BEDC is to promote sustained economic growth through the targeting of certain industries that represent the greatest opportunities for long-term growth and development. The BEDC has developed and is implementing a number of specific objectives for economic development that are reflected in later sections of the Economic Development Plan.

This basic objective is reflected in the Land Use Element of the General Plan through the narrative description of land use categories or designations that allow business and commercial activities, and through the Land Use Policy Map which identifies the physical locations and sizes of lands planned for such uses. For example, the Map identifies a substantial amount of vacant land in the northeast portion of the planning area around the Municipal Airport for industrial use. This land is presently served by the Airport, the Southern Pacific Railway, and, in the future, the realigned SR 111. The Map also identifies additional land east of the present airport runway limits which can be used to extend the runway length by approximately 2,000 feet to accommodate a wider range of aircraft in the future. The provision of adequate land designated for industrial development is a primary step in the promotion of economic growth leading to fiscal strength and stability.

The Land Use Policy Map also identifies substantial land area for future commercial development on the west side of the future intersection of the realigned SR 111 and Main Street, in the easterly portion of the planning area. This commercial land area represent a primary opportunity to development commercial retail and service activities that enable the City to benefit from increasing business- and tourist-related travel along the realigned SR 111. In addition, land in the southwesterly portion of the planning area has also been designated for commercial development to provide suitable land for large-volume major retailers. Designation of additional land for commercial development purposes enables the City to more immediately promote economic growth.

The Infrastructure Element of the General Plan also directly supports the objective of the economic growth and development. Without basic infrastructure to service land available for industrial, commercial, and residential development, growth and economic improvement would not be possible. This Element addresses the need for some of the basic public services and facilities necessary to support urban development, such as transportation, water, sewer, and energy. The Infrastructure Element identifies the various financing mechanisms that can be used to improve and expand the public facilities needed to support new development.

BUSINESS PROMOTION

The Economic Development Plan includes a strategy for promoting the types of businesses and industries desired in the community and those likely to stimulate the local economy in the long term. During the 1980s, only a few industries in the Brawley area grew proportionately at the same or greater rate than they grew statewide. The industries in the Brawley area that did grow at the same or greater rate include:

- Agricultural services;
- Mining;
- Industrial machinery and equipment manufacturing;
- Air transportation;
- Electric, gas and sanitary service;
- General merchandise stores;
- Food stores;
- Hotels and other lodging places;
- Business services; and
- Auto repair, services and garages.

This is important historical information on which to base future economic development strategy, and some of these industries will continue to be targeted industries for future growth. However, this set of industries may not reflect the opportunities created by new and future dynamics of the local economy, specifically the effect of the North American Free Trade Agreement and the opportunities created by the rerouting and improvement of State Route 111.

A primary objective for economic development in Brawley is the promotion of businesses which create jobs and new physical development within the City. This primary objective, if successful, will result in increased retail sales, increased demand for housing, and an improved property and sales tax base for fiscal stability. With this as a primary objective, the City will concentrate its energies on the following efforts aimed at promoting economic growth and development:

- 1) Pursue development of diversified light industrial, agricultural services, food/beverage processing, electronic and computer components assembly, pharmaceuticals/biotech, and warehousing/distribution development in the northeast portion of the planning area around the airport, Southern Pacific Railway and the new SR 111 realignment;
- 2) Pursue the attraction of industry that supports the development and use of geothermal energy resources;
- 3) Evaluate the feasibility of a trucking service center in the northeast portion of the planning area as part of future industrial development or at the future SR 111/SR 78 intersection in the easterly portion of the planning area;
- 4) Aggressively pursue institutional users (such as educational, state, federal, utility, financial processing, and medical institutions) to locate in Brawley by marketing inexpensive land, water availability, low utility costs, and underutilized workforce, affordable housing and a quality community in which to live;
- 5) Evaluate the feasibility of a traveller commercial center at the future intersection of SR111/SR 78 in the easterly portion of the planning area;
- 6) Aggressively market Brawley to regional and national tourists visiting the desert or travelling to the Colorado River and other recreational areas;
- 7) Target commercial land along SR 86 in the southwest portion of the planning area for larger discount retail uses that might have the potential to draw customers from northern El Centro; and
- 8) Evaluate the feasibility of creating a low cost public events venue, such as the rodeo grounds to hold special events for city and regional residents and tourists.
- 9) Promote the development of recreational vehicle accommodations for regional and national tourists requiring

such facilities for short- and long-term visits to the Imperial Valley.

PROMOTION OF THE DOWNTOWN BUSINESS DISTRICT

The City of Brawley recognizes that its economic development plan and strategy must include a component aimed at invigorating and revitalizing its downtown business district centered along Main Street. The Community Redevelopment Project includes the downtown area and, through its redevelopment authority and powers, the Redevelopment Agency continues to actively promote revitalization and redevelopment.

The downtown business district includes a number of older buildings with exteriors consisting of a Spanish architecture style and including arcades designed to protect pedestrians from summer heat. Although many of these buildings are in need of rehabilitation and structural reinforcement based on current seismic standards, their unique style and features provide a physical basis for revitalization that can be used to create a distinctive setting attractive to residents and tourists alike. With the promotion of the downtown business district as a fundamental objective of the Economic Development Plan, the following efforts are aimed at achieving that objective:

- 1) Continue the redevelopment of downtown and the linkage of the commercial district on Main Street east and west of the Southern Pacific Railroad Line;
- 2) Designate the downtown business district as a Special Study area for consideration of the preparation of a Specific Plan to manage future development and redevelopment of the district (the Land Use Element provides a more detailed description of the Special Study area);
- 3) Use signage, landscaping, and public improvements to create a path and gateway that can draw travellers from the future intersection of SR 111/SR 78 into downtown Brawley on Main Street; and
- 4) Encourage the preservation of residential neighborhoods in close proximity to the downtown business district, along with rehabilitation of older housing and development of new housing, to support the district's commercial retail and service businesses.

BALANCED EMPLOYMENT AND HOUSING

The overall Economic Development Plan for Brawley must include consideration of the demand for housing that may result from the

introduction of new jobs into the community. Although the relatively high unemployment rate indicates that many of the workers taking newly created jobs may already be living within housing in the community, stable employment for those who are currently unemployed will probably result in increased demand for housing units. As new jobs are created, some of the persons filling those jobs will be moving into Brawley from outside the planning area and those individuals and their families will be seeking suitable housing within a reasonable distance from their place of work. These resulting conditions suggest that suitable land must be available to provide housing for the future population of Brawley.

Implementation of the City's Land Use Element and Housing Element of the General Plan directly support this important component of the Economic Development Plan. For example, the Land Use Element describes three land use designations that provide for various densities of residential development to accommodate the City's population. Variation in densities is designed to ensure that housing choices are available to a population consisting of different income groups and lifestyles.

The Land Use Element also includes a Land Use Policy Map describing the physical location and extent of land designated for residential use. The Map indicates where the residential land uses exist or will exist in the future, and provides a clear indication of the physical relationship between residential land uses and other uses, such as commercial, industrial, public, and open space.

The Housing Element of the General Plan looks directly at housing needs based on projected growth in the community over a five-year period. Based on projected population growth, land has been identified to accommodate new residential construction at various densities to support future housing demand. Other housing programs included in the Housing Element are designed to maintain and preserve existing housing within the community, as well as meet the needs of certain segments of the population (handicapped, farm workers, and others) with specialized requirements.

HOUSING ELEMENT

CITY OF BRAWLEY

GENERAL PLAN

1990

CITY OF BRAWLEY, CALIFORNIA

GENERAL PLAN
HOUSING ELEMENT

June 1990

City Council

Stella Mendoza - Mayor
Glen Huber - Mayor Pro Tem
Orbia Hanks - Council Member
Norma Saikhon - Council Member
Rodney Smart - Council Member

Planning Commission

Jo Shields - Chairperson
Frank Aguilera - Commissioner
Gene Bumbera - Commissioner
Will Cox - Commissioner
Sally Mohamed - Commissioner
Nellie Lerma - Commissioner
Steve Vasquez - Commissioner

City Staff

Harry Jensen - City Manager
Janet P. Smith - City Clerk
Michael S. Gaston, City Planner
Mary Beth Ormsby - Community Development Planner
Ronald E. Koenig, Housing Programs Manager

Adopted by the City Council
on July 2, 1990
Resolution No. 90-66

CITY OF BRAWLEY
1990
REVISED HOUSING ELEMENT

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Public Notice

Comments and suggestions from the public regarding the revised draft Housing Element are strongly encouraged by the City of Brawley. Please provide the comments and suggestions to the City Clerk, Janet P. Smith, 400 Main Street, Brawley, California 92227.

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CITY OF BRAWLEY

GENERAL PLAN HOUSING ELEMENT

Introduction

The Housing Element is one of the seven mandatory elements required to be included in a city's General Plan. In addition to the Housing Element, State Planning Law (Section 65302) requires that the following additional elements be included in the General Plan: Land Use Element, Circulation Element, Conservation Element, Open Space Element, Noise Element, and Safety Element. The Housing Element must be consistent with the goals and objectives of the Land Use Element and other General Plan elements.

The Housing Element must contain specific data relating to the identification and analysis of existing and future housing needs for all income groups. The required content of the Housing Element is defined in Section 65583 of the Government Code. This Government Code section specifies that the Housing Element shall contain the following information.

- a) An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of those needs.
- b) A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing.
- c) A program which sets forth a five-year schedule of actions the City is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element through the administration of land use and development controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available.

The City is required to update the Housing Element at least once every five years. The City is required by state law to submit its Housing Element to the State Department of Housing and Community Development for review.

CITY OF BRAWLEY, CALIFORNIA

GENERAL PLAN

1990 HOUSING ELEMENT

INTRODUCTION

of six million subsidized housing units over the following ten years⁶. Section 235 of this act extended home ownership to low and moderate income families with FHA mortgage insured loans by means of a monthly payment from HUD to the mortgage holder, thereby reducing the homeowners monthly payment. This enabled many families to qualify for loans that they otherwise would not have been able to obtain.

In 1974, Congress passed the Housing and Community Development Act of 1974. This act created the Community Development Block Grant Program and the Section 8 Rent Subsidy Program⁷. Under these programs, cities became more directly involved with rehabilitation of substandard housing. The programs allowed many cities to upgrade their housing stock and provide more suitable housing, especially for families of low and moderate income.

In 1989, the federal government remains very much involved in assisting families to obtain adequate housing. The Veterans Administration (VA) guarantees home loans for eligible veterans. Because the loan has the backing of the Federal Government, the risk for the mortgage lender is totally eliminated. This results in the interest rate for VA loans being somewhat lower than the prevailing market rate. Thus, the eligible veterans can obtain a loan more readily, particularly those veterans with lower incomes. In addition, no down payment is required for a VA loan.

The Federal Housing Administration continues to guarantee loans for eligible families. This continuing program allows low and moderate income families to obtain new housing.

The Federal Department of Housing and Urban Development (HUD) continues to administer the Community Development Block Grant Program. This program makes CDBG grants of up to \$600,000 available to smaller cities through a competitive application process of the State Department of Housing and Community Development.

The Federal Farmers Home Administration (FmHA) is the credit agency for agriculture and rural areas under the U.S. Department of Agriculture. The Farmers Home Administration began administering loans to build or improve rural housing in 1949. The FmHA is often called the lender of last resort. This is due to the fact that FmHA loans are only granted to those families and individuals who cannot obtain conventional financing⁸.

⁶IBID

⁷IBID

⁸IBID

FEDERAL AND STATE HOUSING PROGRAMS AND POLICIES

The Federal Government has been involved in the area of housing since 1934. In that year, the Federal Housing Act was passed which created the Federal Housing Administration (FHA)¹. The Federal Housing Administration (FHA) was established to attract private funds to the residential construction industry to expand construction jobs for the unskilled. The FHA did this by government insuring of private home loans, thus removing the financial risks in such investments and thereby making more money available for residential loans. The FHA loan programs made home ownership possible for millions of Americans and effectively stimulated new housing construction. In 1947, all federal housing programs were relocated to a new Housing and Home Finance Agency (HHFA), including the FHA Mortgage Insurance Program which had been an independent federal agency since its establishment in 1934².

In 1949, Congress passed the Housing Act of 1949 which created a federal program for central city redevelopment. Under this program, physically deteriorated areas became eligible for federal support for clearance and redevelopment for any new use³.

The problems of rehabilitating deteriorating residential areas were addressed when Congress passed the Housing Act of 1954. This extended the clearance programs of the 1949 Housing Act to the rehabilitation of areas in the process of deteriorating and to the conservation of nondeteriorating areas in danger of becoming deteriorated⁴.

In 1965, the U.S. Department of Housing and Urban Development was created. The Housing and Urban Development Act of 1965 was the most comprehensive extension of federal urban development and housing programs since 1949. This 1965 act provided rent subsidy payments for those persons below the local poverty line, three percent (3%) interest loans for low and moderate income families, and subsidies for an additional 240,000 low rent public housing units⁵.

In 1968, Congress passed the Housing and Urban Development Act of 1968. This 1968 act included programs for the construction

¹California Statewide Housing Plan, July 1988

²IBID

³IBID

⁴IBID

⁵IBID

tax exempt notes and bonds to help meet the housing needs of low and moderate income households in California. This program has been very successful in Imperial County. During 1989, 69 loans were made throughout the County for new single-family homes, and the total dollar volume of the loans was \$5,170,961.¹³

¹³California Housing Finance Agency, Sacramento, CA

The State of California has been directly involved in housing programs for many years through the State Department of Housing and Community Development. Prior to 1975, the Department of Housing and Community Development (HCD) received very little federal funding and concentrated on activities related to building codes and standards. In 1975, HCD was given primary responsibility for the coordination of local, state, and federal housing assistance efforts throughout California⁹. The Federal Housing and Community Development Act of 1974, which involved states in coordinating federal assistance with local housing plans, created a major new focus for the State Department of Housing and Community Development. This act shifted categorical funding under most federal HUD programs to the Community Development Block Grant program (CDBG). Housing construction and improvement programs, rather than service programs, became the focus of local housing activities¹⁰. HCD began administering the HUD CDBG funds for small cities in 1982. Federal small cities CDBG funding to HCD reached a high of \$30.2 million in 1984 and has since decreased and stabilized to the current funding level of \$20.8 million for 1987-88¹¹.

The State Department of Housing and Community Development (HCD) administers an Emergency Shelter Program for the state's homeless population. This program, established in 1983, has provided over \$20 million to date to local governments and nonprofit organizations to help them provide shelters for the homeless. HCD's low interest Deferred Payment Rehabilitation Loan Program provides funds to local governments and non-profit organizations to make low-interest loans to private owners for the preservation of deteriorating housing units and residential hotels. Repayment is deferred for five years or until resale of the dwelling, whichever comes first. The five-year deadline may be extended¹².

State bonds to finance below-market-rate mortgages for California veterans were authorized in 1922 through the Cal-Vet Program administered by the Department of Veterans Affairs. Cal-Vet serves qualified veterans without regard to income and has funded about \$400 million in low interest home loans each year during the early 1980's.

The California Housing Finance Agency (CHFA) was created in 1975 to provide below-market-rate mortgages through the sale of

⁹IBID

¹⁰IBID

¹¹IBID

¹²IBID

producing new housing is affected by the City's street design standards and arterial dedication requirements.

Safety Element

The Safety Element indicates which areas of the City may be hazardous for development due to geologic or flood hazards. Although development within identified hazard areas is not prohibited altogether, special construction techniques are required to ensure that structures will remain safe in the event of a disaster. These special construction techniques can add to the cost of housing in the City; however, they are required if the City is to provide an acceptable level of public safety.

Noise Element

The Noise Element contains policies that attempt to reduce the impact of urban noise. Residential development in areas with high noise levels (such as near airports, freeways, arterial streets, etc.) is discouraged unless steps are taken to reduce noise levels. These steps tend to make for a more satisfying living environment but can add to the cost of housing.

RELATIONSHIP OF HOUSING ELEMENT TO OTHER ELEMENTS OF THE GENERAL PLAN

State Planning Law (Section 65300.5) requires that the General Plan elements comprise an integrated, internally consistent, and compatible statement of policies. In view of this requirement, the City's Housing Element has been prepared to be consistent with the Land Use, Circulation, and other General Plan Elements. The relationship of the Housing Element to the other General Plan elements is as follows:

Land Use Element

The Housing Element is most affected by development policies contained in the Land Use Element, which establishes the location, type, density, and distribution of land uses throughout the City. In designating the total acreage and density of residential development, the Land Use Element places an upper limit on the number and types of housing units constructed in the City. The acreage designated for industrial, commercial, and office professional uses creates employment opportunities. The presence of these jobs affects the demand for housing in the City. The policies and priorities of both the Housing and Land Use Elements must be carefully balanced to maintain internal consistency in the General Plan, to prevent policy conflicts by providing a sufficient number and range of housing types, and to maintain a balanced local economy and an adequate level of municipal services.

Open Space and Conservation Elements

The Open Space and Conservation Elements designate that certain areas be acquired for recreation and parks, as well as open space areas to protect the City's natural environment. The policies of these elements of the City's General Plan may affect the amount of land left for housing, as well as other types of development. Furthermore, land dedication requirements, and the cost of development of parks and open space areas, may cause housing costs to rise as these costs are passed from the housing developer to the housing consumer.

Circulation Element

The Circulation Element designates the location, design and development of the arterial street system to serve the traffic generated by the various types of land use. At the same time, this element seeks to minimize the adverse environmental and aesthetic effects of the street network and traffic on sensitive land uses such as residential areas. The Circulation Element attempts to create a satisfying environment for the residents of the City by providing convenient transportation networks. The cost of

C. Transportation

Rail

The City of Brawley is located on a branch line of the Southern Pacific Railroad. The branch line bisects the City in a northeast/southwest direction. This branch line connects with the Railroad's main line at Niland. The main line extends directly into the Los Angeles area and also extends east into Arizona.

Air

The City of Brawley owns and operates the Brawley Municipal Airport. The Brawley Airport has a paved runway with a length of 4,400 feet. The runway is lighted for night operations. Most small aircraft, including business jets, can use the airport.

Highway

The City of Brawley is served by State Highways 86, 78, and 111. Highway 86 connects Brawley to Indio on the north and El Centro on the south. State Highway 111 connects Brawley to Interstate 8 and Calexico on the south and to Calipatria on the north. State Highway 78 connects Brawley to Oceanside to the west and Blythe to the east. These three state highways all converge in the City of Brawley.

D. Population Characteristics

From its incorporation in 1908 until the early 1930's, Brawley grew at a tremendous pace -- about 57% per year. During the "Great Depression" of the 1930's, however, population growth dropped abruptly to less than 1/2 of 1% per annum. This trend continued well into the 1950's. From 1960 to 1980, Brawley grew at approximately 1% per year. The growth rate accelerated due to the annexation of the Brawley County Water District in the early 1980's, making the population growth rate from 1980 to 1985 equal 3.5%. Population growth, without annexation, reached a rate of approximately 2% per year during the early 1980's.

The following graph depicts population growth from 1910 to 1980 and the projected population for 1990 and 2000 as estimated by the City of Brawley.

EXISTING CITY OF BRAWLEY

A. Location and Climate

The City of Brawley is a full service city with a June, 1989, population estimated to be 20,000. The City is located in the heart of the fertile Imperial Valley, 200 miles southeast of Los Angeles and 25 miles north of the Baja California capital city of Mexicali, Mexico. The City is located on near level, fertile farmland at an elevation of 113 feet below sea level.

The climate of the City offers an average 71.2 degree temperature throughout the year. There are normally fewer than ten days throughout the year when the temperature drops below freezing. The Brawley area receives annual precipitation of 2.31 inches on the average. The precipitation is in the form of rain due to the low elevation of the City. Most of the precipitation occurs during the winter and late summer months. The mild winter climate in the Brawley area allows for a year-round growing season for most agricultural crops.

B. Economy

The economic base of the City of Brawley and Imperial County is primarily agricultural related at the present time. Production, packing, and distribution of crops such as lettuce, cotton, alfalfa, wheat, and melons occurs throughout the year. Sugar beets are also an important Imperial Valley crop, and the Holly Sugar Company, located four miles south of Brawley, processes most of the local sugar beet harvest. The Holly Sugar Company employs 350 persons, and thus is a major employer in the Brawley area. In addition to agriculture, the Brawley economy is expected to further diversify in the near future as the geothermal industry, light assembly and manufacturing companies, and warehousing companies choose Brawley as the city in which they locate or expand their plants, offices, and support facilities. The State of California has committed to construct a new maximum security prison in the Imperial Valley, near Calipatria. The new state prison will have a very positive impact on the Brawley economy and will create a strong demand for additional housing and retail businesses. The Convair Division of General Dynamics Corporation has constructed a new plant in the area near Imperial County Airport. This project will also have a very positive effect on the Brawley economy.

A contributing factor to the historical and projected population increases is the annexation that has taken place. With the Water District annexation in 1982, the City of Brawley encompasses 2,668 acres. A recent annexation in southwest Brawley added 312 acres to the City. In addition, another 176 acres has been annexed in the northwest area of the city, and this area will be ultimately developed with over 1,300 dwelling units.

Additionally, in August 1989, the City Council authorized the City staff to begin the annexation process for another 544 acres in south central Brawley. This area will provide building sites for several hundred additional dwelling units.

The table below shows how the growth in population and land area in the city have resulted in a fairly constant population density.

**POPULATION OF BRAWLEY
DENSITY PER ACRE
(Historical and Projected)**

<u>Year</u>	<u>Population</u>	<u>Acres in City</u>	<u>Population Density per Acre</u>
1910	881		
1930	10,439	1,042	10.01
1950	11,922	1,164	10.24
1970	13,650	1,792	7.61
1980	14,946	2,334	6.40
1984	17,160	2,668	6.40
2010*	35,776	5,500	6.50

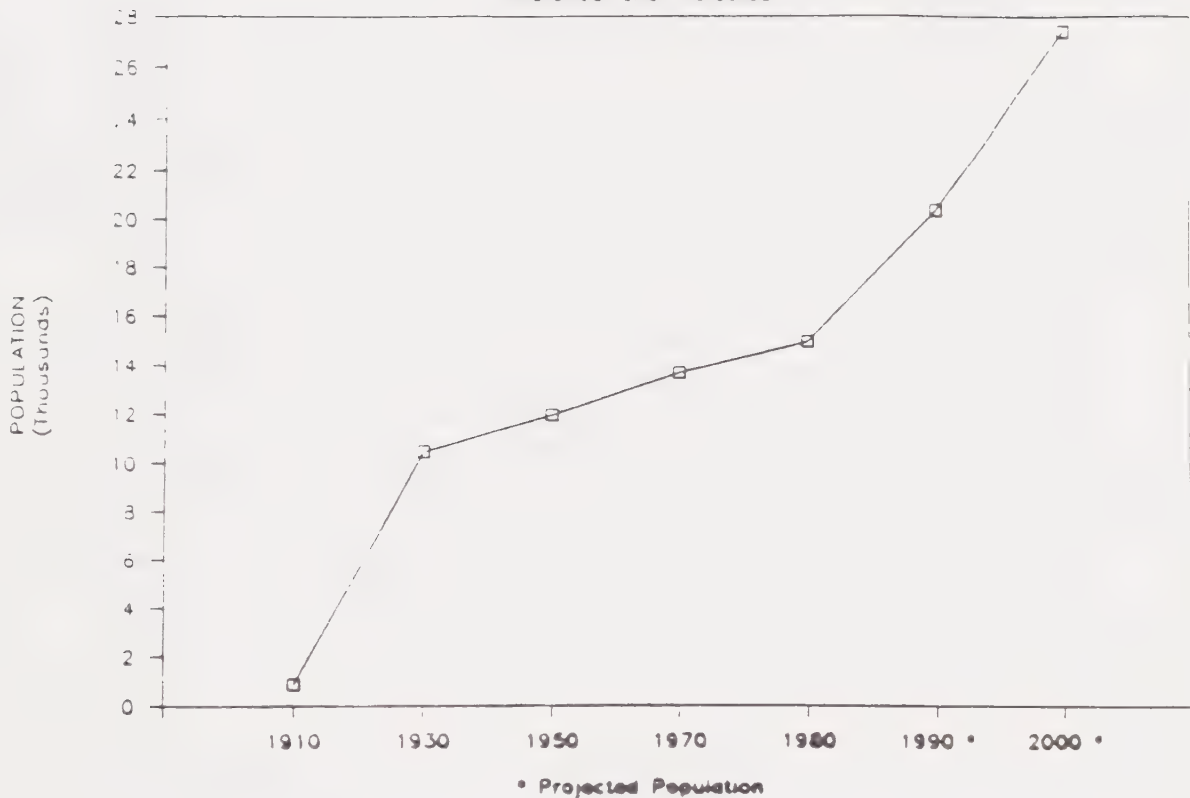
Note: In June of 1982, the Brawley County Water District was annexed to the City of Brawley (Annexation 67), encompassing a population at the time of approximately 2,000 persons.

* 2010 Population -- City Staff Projection

Sources: U.S. Census Data
City of Brawley
State of California Department of Finance

POPULATION OF BRAWLEY

Historical and Projected



Brawley's current population is approximately 20,211. In Brawley's previous General Plan, written in 1974, the future population growth was projected in three different ranges. For 1983, Range I showed a population of 15,128, Range II-17,892, and Range III-21,768. Range II has appeared to be most accurate, considering recent census data. The City's revised General Plan, which was adopted June 19, 1989, projects a population of approximately 35,776 in the year 2010, based on an annual growth rate of 3%. With the selection of the Calipatria site for a new state prison, Brawley's annual growth rate (A.G.R.) will probably be 3%. At a 3% A.G.R., the City will have a population of 35,776 in the year 2010. The Southern California Association of Governments (SCAG) projects a Brawley population of 25,631 for the year 2000, at a 2.5% A.G.R.

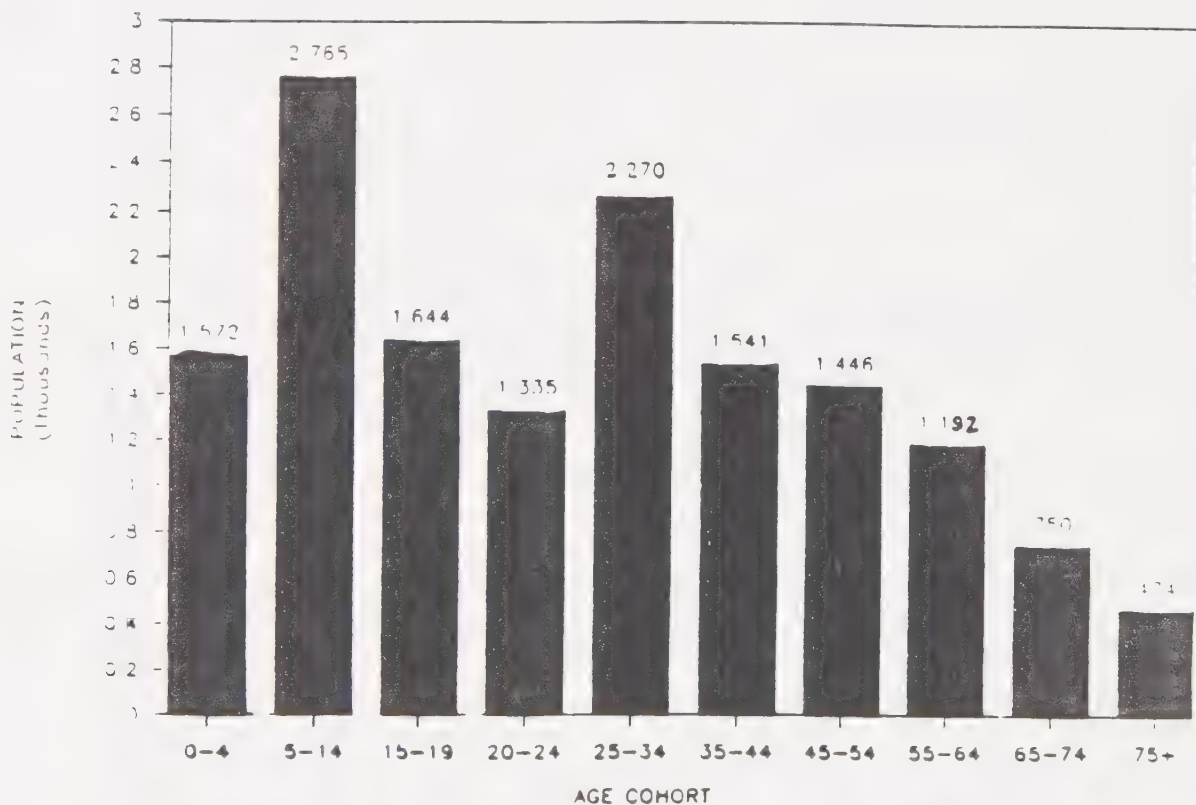
Population trends are projected as follows:

	<u>Historical</u>	<u>Low</u>	<u>Mid</u>	<u>Most Probable</u>
1990	18,498	19,431	19,912	20,403
2000	20,442	23,687	25,490	27,420
2010	22,806	28,874	32,629	35,776

numbers of senior citizen apartments in Brawley. However, this situation could change very rapidly, if more senior housing developments were constructed in the City.

The 19-24 year old group (9%) is significantly smaller than the State average (11.91%), reflecting the tendency of recent high school graduates to leave Brawley due mainly to the current lack of job opportunities in the City. However, this situation is projected to change over the next ten years, as the Brawley economy diversifies and more employment opportunities become available.

1980 BRAWLEY POPULATION BY AGE COHORT



The table below depicts the City's population by area for three population estimates.

**CITY OF BRAWLEY
PROJECTED POPULATION BY AREA
BASED ON GENERAL PLAN LAND USE DESIGNATIONS**

<u>AREA</u>	<u>POPULATION PROJECTION FOR 2010</u>		
	<u>LOW ESTIMATE</u>	<u>CITY AVERAGE (6.5 persons/ acre)</u>	<u>HIGH ESTIMATE* (9.0 persons/ acre)</u>
Existing City Limits (Developed Land) (1985 Base Year)	17,600	17,600	17,600
Vacant Land (Inside Existing City Limits)	1,806	3,081	7,209
<u>Unincorporated Areas in Brawley Planning Area</u>			
South-Southeast	1,800	7,020	13,684
Southwest (includes recent Southwest annexation)	1,200	5,934	7,395
North	400	2,141	4,063
TOTALS	22,806	35,776**	49,951

* Based upon complete buildout of all urban use designated lands, as prescribed by the General Plan Land Use Map, to the maximum densities allowed under the Zoning Ordinance.

** Most probable population in year 2010.

Age of Population

The City has an age distribution similar to the State average in proportion of those persons 18 years of age or less. Persons over 55 years, however, make up a slightly smaller proportion (16%) in Brawley than the California average (19.48%) suggesting that Brawley, for many retirees, appears not to be quite as attractive as other areas in the state. This fact is probably due to a current lack of substantial

CITY OF BRAWLEY
ETHNIC CHARACTERISTICS - 1980 CENSUS

	<u>Total City</u>	<u>City%</u>
WHITE (Non-Hispanic)	5,606	37.5
HISPANIC (of all origins)	8,674	58.1
NATIVE AMERICAN	14	.1
BLACK	403	2.7
ASIAN/PACIFIC ISLANDERS	171	1.1
OTHER	78	.5
	<hr/>	<hr/>
1980 TOTAL POPULATION	14,946	100%

The "White" population (Non-Hispanic Whites or Caucasians of predominately European descent) comprise 37.5% of the City's population. This proportion is definitely smaller than the State and national proportions but reflects the ethnicity of the Imperial Valley.

Census Tract 105 with 55.5% "White" and Census Tract 106 with 68.8% "White" have the largest concentrations of Whites in Brawley.

G. Employment

Agricultural employment predominates as the largest segment of the job market in the Imperial Valley. However, in the City of Brawley, government, retail trade and services also make up large sectors of the economy, as the following table for county employment shows.

The civilian labor force in Imperial County increased by 300 during 1987 to average 41,350 for the year. The increase in the labor force was accomplished as total employment rose by an estimated 650 additional county residents. Improvement was also noted among the unemployed. An estimated 350 fewer

CITY OF BRAWLEY
NUMBER AND PROPORTION OF POPULATION
BY AGE GROUPS

<u>Age Group</u>	<u>Male</u>	<u>Female</u>	<u>City Total</u>	<u>City%</u>	<u>State%</u>
0-4	828	744	1,572	10.51	7.22
5-14	1,388	1,377	2,765	18.49	13.01
15-19	757	887	1,644	9.50	8.60
20-24	670	665	1,335	8.90	11.91
25-34	1,107	1,163	2,270	15.80	17.93
35-44	745	796	1,541	10.30	11.89
45-54	695	751	1,446	9.60	9.97
55-64	586	606	1,192	7.90	9.27
65-74	392	358	750	5.00	6.22
75+	214	260	474	3.20	3.99

Source: 1980 Census

Ethnic Population

The most numerous ethnic group in the City of Brawley is Hispanics, comprising 58.1% of the City's population. This proportion is much larger than the statewide average (19.2%); however, it is in line with Imperial County (55.8%), and the City of El Centro (49.9%). This is due to the fact that Brawley and Imperial County are located directly north of the Mexican border.

Hispanics live throughout the City with the largest concentrations in Census Tracts 104 and 107, 77.9% and 92% Hispanic populations respectively. There is also a large Hispanic population in Census Tract 105, comprising 41.8% of the population. Census Tract 106 is the least Hispanic with a 28.9% Hispanic population. The proportions of Asian-Americans and members of "other" races in Brawley are below the average for rural non-metropolitan California and the State as a whole. The proportion of Blacks in Brawley is lower than the State average but larger than the Rural California average.

areas of California. The median household income was \$15,111 for 1980 in Brawley; the State's median household income was \$22,200 in 1980. Imperial County had one of the lowest median household incomes in 1980 when compared to other counties in the state. Median family income data is presented below.

Median Family Income

California	\$21,541	Rank 10 in Nation
Imperial County	\$16,658	
Brawley	\$17,202	

Comparison of States to Imperial County and Brawley

<u>State</u>	<u>Median Family Income</u>	<u>Rank (Nation)</u>
Tennessee	\$16,564	44
Imperial County	\$16,658	--
Kentucky	\$16,444	45
Vermont	\$17,205	40
Brawley	\$17,202	--
South Carolina	\$16,978	41

Source: 1980 Census

Imperial County ranked with 21 other rural counties in California for lowest median family incomes. In February 1989, the State Department of Housing and Community Development data indicated that for a family of four, the median family income in Imperial County was \$28,500. There are 58 counties in California. Therefore, Imperial County ranked in the lower one-third for median family income levels in February, 1989. The income levels for February, 1989, are indicated on page 19.

Fifteen percent (15%) of Brawley's households had incomes below the poverty level in 1980. The below-poverty percentage for Brawley was twice the State of California figure. Of the households at poverty level, 24% are homeowners and 76% are renters. Of all the homeowners in Brawley, 6% are below the poverty line - of all the renters, 25%. A comparison of the percent of families below the poverty level shows that Brawley has a relatively high percentage.

Percent Below Poverty - 1980

Brawley	15.7%
Imperial County	15.3%
Louisiana	15.1%
District of Columbia	15.1%
Mississippi	18.7%
State of California	11.4%

IMPERIAL COUNTY LABOR MARKET
EMPLOYMENT BY SECTOR OF THE ECONOMY
1987

<u>Category</u>	<u>Number of Workers</u>
Agriculture and Agricultural Services	11,500
Construction	1,150
Manufacturing	1,450
Transportation/Communications/ Utilities	1,000
Retail Trade	5,600
Wholesale Trade	1,350
Finance/Real Estate/Insurance	850
Services	4,350
Government	8,550
	<hr/>
TOTAL	35,800

Source: State Employment Development Department

county residents were looking for work during 1987. As a result of rising employment combined with falling unemployment, the unemployment rate for Imperial County averaged 23.0 percent during 1987, a full percentage point lower than the 1986 average of 24.0 percent.

Brawley had an estimated work force (persons 16-64 years old) in 1987 of 7,030. Assuming a 23.0% unemployment rate for Brawley in 1987, consistent with Imperial County, results in an estimated 1,617 unemployed persons residing in Brawley in 1987.

H. Household Income and Poverty

Brawley's household income is somewhat lower than other

CITY OF BRAWLEY

1990 HOUSING ELEMENT

CURRENT UNMET HOUSING NEEDS

QUANTIFIED OBJECTIVES

FOR

EXISTING HOUSING NEEDS

AND

FUTURE HOUSING NEEDS

IMPERIAL COUNTY
INCOME AND POVERTY DATA

	<u>1980 Population</u>	<u>Median Family Income (1980)</u>	<u>Percent Below Poverty (1980)</u>
CALIFORNIA	23,667,902	\$ 21,541	11.4%
IMPERIAL COUNTY	92,110	\$ 16,658	15.3%
Brawley	14,946	\$ 17,202	15.7%
Calexico	14,412	\$ 13,010	23.8%
Calipatria	2,636	\$ 14,103	16.1%
El Centro	23,996	\$ 18,897	11.5%
Holtville	4,399	\$ 19,702	5.3%
Imperial	3,451	\$ 17,293	7.0%
Westmorland	1,590	\$ 14,489	18.2%
Heber	2,221	\$ 12,377	33.2%
Niland	1,042	\$ 11,542	16.1%
Seeley	1,058	\$ 14,000	29.9%

Source: 1980 Federal Census

CURRENT UNMET HOUSING NEEDS
FUTURE HOUSING NEEDS
EXISTING HOUSING NEEDS

Introduction

Housing need occurs when the level of housing supply falls below the level of housing demand. Housing supply can be affected by such things as a growth limitation ordinance, a sewage treatment plant at capacity, or a lack of available and affordable land for residential development. The housing demand side of the equation is influenced by such items as interest rates and housing costs. Prevailing interest rates directly affect the amount of the homeowner's monthly mortgage payment, and therefore, the interest rates have a direct affect on housing affordability. Lower income households are particularly susceptible to interest rate changes.

From 1973 to 1981, the average sales price of single family homes increased by 300 percent in the State while personal incomes have only increased by 140 percent. The increased cost of housing has left a large segment of the population without the means to afford a housing unit. Affordability, as defined by HUD, means spending less than 25 percent of a household income on purchasing or renting a housing unit. In addition to the accelerated housing cost trend, the high interest rates of the early eighties continued to prevent households from breaking into the affordability range.

Current unmet housing need includes (1) the number of households where a disproportionate share of the occupant's income is spent on housing (overpayment), (2) the number of units which are overcrowded, and (3) the number of units which are substandard and in need of rehabilitation or replacement. Housing need also encompasses the requirements of special housing groups. For example, the elderly, who may be on a fixed income, may require an affordable housing unit which also provides medical care, meals, and transportation. Handicapped individuals, who lack the finances to afford a housing unit, may need a rental unit tailored to provide for their physical disability needs. Large families, with six or more children, who are also low income may need a five bedroom rental unit.

The current unmet housing need may also include moderate and upper income families who are unable to move to a housing unit better suited to their family needs, or move into the city because of a lack of new housing development in the city (future need). This has been the case in Brawley until recently. Between 1981 and 1988, there were no new, large-scale housing tracts being constructed in Brawley targeted for moderate to upper income buyers. Because of this situation, moderate income households have

Income levels in Imperial County and comparison counties for February, 1989, are outlined below:

COUNTY	INCOME STANDARD	NUMBER OF PERSONS IN FAMILY							
		1	2	3	4	5	6	7	8
IMPERIAL	Very Low Income	10450	11950	13450	14950	16150	17350	18550	19750
	Lower Income	15950	18250	20500	22800	24250	25650	27100	28500
	Median Income	19950	22800	25650	28500	30300	32050	33850	35650
	Moderate Income	23950	27350	30800	34200	36350	38500	40600	42750
INYO	Very Low Income	11050	12600	14150	15750	17000	18250	19550	20800
	Lower Income	16350	18700	21000	23350	24800	26250	27750	29200
	Median Income	20450	23350	26300	29200	31050	32850	34700	36500
	Moderate Income	24550	28050	31550	35050	37250	39400	41600	43800
KERN	Very Low Income	11050	12600	14150	15750	17000	18250	19550	20800
	Lower Income	17350	19850	22300	24800	26350	27900	29450	31000
	Median Income	21700	24300	27900	31000	32950	34900	36800	38750
	Moderate Income	26050	29750	33500	37200	39550	41850	44200	46500
SAN DIEGO	Very Low Income	13250	15100	17000	18900	20400	21900	23450	24950
	Lower Income	20550	23500	26400	29350	31200	33000	34900	36700
	Median Income	25700	29350	33050	36700	39000	41300	43600	45900
	Moderate Income	30850	35250	39650	44050	46800	49550	52300	55050
LOS ANGELES	Very Low Income	13950	15950	17950	19950	21550	23150	24750	26350
	Lower Income	21300	24300	27350	30400	32300	34200	36150	38000
	Median Income	26600	30400	34200	38000	40400	42750	45150	47500
	Moderate Income	31900	36500	41050	45600	48450	51300	54150	57000
SACRAMENTO	Very Low Income	12650	14450	16250	18050	19500	20950	22400	23850
	Lower Income	20250	23100	26000	28900	30700	32500	34350	36150
	Median Income	25250	28900	32500	36100	38350	40600	42850	45150
	Moderate Income	30300	34650	39000	43300	46050	48750	51450	54150
SAN BENITO	Very Low Income	10700	12250	13750	15300	16500	17750	18950	20200
	Lower Income	17150	19600	22050	24500	26050	27550	29100	30650
	Median Income	21400	24500	27550	30600	32500	34450	36350	38250
	Moderate Income	25700	29400	33050	36700	39000	41300	43600	45900
RIVERSIDE	Very Low Income	11250	12900	14500	16100	17400	18700	19950	21250
	Lower Income	18050	20600	23150	25750	27350	28950	30600	32200
	Median Income	22550	25750	29000	32200	34200	36250	38250	40250
	Moderate Income	27050	30900	34800	38650	41050	43450	45900	48300
SAN BERNARDINO	Very Low Income	11250	12900	14500	16100	17400	18700	19950	21250
	Lower Income	18050	20600	23150	25750	27350	28950	30600	32200
	Median Income	22550	25750	29000	32200	34200	36250	38250	40250
	Moderate Income	27050	30900	34800	38650	41050	43450	45900	48300

Source: State Department of Housing & Community Development

The above outlined income figures for February 1989 indicate that Imperial County still has one of the lowest median incomes in the state when compared to other counties.

QUANTIFIED OBJECTIVES
FOR THE PLANNING PERIOD
JULY 1, 1989 TO JUNE 30, 1994

Existing and Future Housing Needs

A. Planning Period and Methodology

The City of Brawley is required by Section 65583 of the Government Code (State Planning Law) to provide a statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing. Therefore, the below listed quantified objectives were developed in order to ensure that the City will meet its share of the housing need in the region, as determined by the Southern California Association of Governments (SCAG).

The planning period for the 1989 Housing Element is July 1, 1989, to June 30, 1994. The existing need identifies the number of lower income households in the City that are currently overpaying for housing (paying more than 30% of their income for housing). The future need identifies the number of housing units that will have to be added to the City's housing stock during the five-year planning period. In addition to the housing need for the future five-year planning period, the quantified objectives also address the shortfall in housing production during a one and one-half (1 1/2) year "gap" period from January 1, 1988 to June 30, 1989. The future housing need quantified objectives are broken down by the income level of the households they are meant to house. There are four household income level categories defined in state law. They are "Very Low" (less than 50% of the median), "Low" (50%-80% of the median), "Moderate" (80%-120% of the median), and "Upper" (more than 120% of median).

B. Quantified Objectives (New Construction) (Future Need)

Objectives for the production of new housing units (both single and multiple family) in the City for the 1989 to 1994 period are presented on page 23.

C. Implementation, Financing, and Justification

It is anticipated that a substantial percentage of the housing for the very low income category will be constructed as assisted housing units by the Imperial Valley Housing Authority. Private sector developers will be encouraged by the City to construct housing for very low income households, both apartment units and single family homes. The City could provide incentives to developers of housing for very low income persons as outlined on

not been able to move into new single family housing units in numbers sufficient to satisfy the demand. In April 1989, a major southern California developer broke ground on a 250 lot single family home subdivision. These homes are targeted for the moderate and upper income buyers and range in price from approximately \$93,000 to \$113,000 (March 1990). With this recent housing construction in the City, the housing demand for middle income housing is now being partially satisfied. However, there still appears to be a need for new single-family homes in the \$65,000 to \$75,000 price range due to the fact that many Brawley families cannot afford a \$100,000 home.

Until recently, the City lacked an adequate amount of developable land within the city limits. However, this situation has recently been alleviated by the annexation of an additional 487 acres into the city limits. In addition, the City is applying to the Local Agency Formation Commission to annex an additional 544 acres in South-Central Brawley.

The first major factor that was not considered by SCAG is the fact that the State Department of Corrections has recently (April 1989) made the decision to build a new maximum security prison in the Brawley area, approximately 12 miles north of Brawley. The new state prison will ultimately employ 1,362 people and will create an immediate demand for approximately 300 new dwelling units in Brawley according to the environmental impact report. This new housing will be needed to provide the required housing for prison employees and their families. It is very possible that the number of prison employees that will reside in Brawley will greatly surpass the numbers indicated in the environmental impact report. This is due to the fact that the City of Brawley has, within the last year, established a very active economic development program. The City of Brawley's Department of Economic and Community Development will be actively marketing the City as a desirable place to reside through publications of the Correctional Officers' Association.

The second major factor not considered by SCAG is the fact that the Convair Division of General Dynamics Corporation has constructed a new assembly plant in the Imperial Valley. This facility will initially employ 100 people; however, in the near future, the plant could be expanded to employ several hundred people. Many of the Convair employees will choose to reside in Brawley.

In addition to the above two factors, the continued growth of the geothermal and mining industries impacts the demand for housing. There are several large geothermal construction projects located within 20 miles to the north of Brawley, and the Gold Fields Operating company Mesquite Gold Mining facility is located 25 miles east of Brawley. Thus, the housing needs in Brawley for the 1989 to 1994 planning period are anticipated to be far in excess of SCAG's projections for the City of Brawley.

D. Housing Rehabilitation Program

The City of Brawley, Department of Economic and Community Development, administers an active housing rehabilitation program utilizing State Community Development Block Grant funds and other monies available through the U.S. Department of Housing and Urban Development (HUD). The City has been fortunate over the last several years to have received the maximum \$600,000 CDBG grant allowed for small cities under the HUD and state guidelines. In addition to the CDBG grant, the City has also recently received approximately \$200,000 in HUD 312 loan funding. The City anticipates continuing to receive a HUD 312 allocation in the future.

The Housing Rehabilitation Program serves primarily homeowners in the very low and low income categories. Although the Housing

Quantified Objectives (New Construction) (Future Need)

<u>Type of Housing</u>	<u>Target Income Group</u>				<u>Total No. of New Units</u>
	<u>Very Low</u>	<u>Low</u>	<u>Moderate</u>	<u>Upper</u>	
Single Family Detached Homes	500	50	350	300	1,200
Condominiums	0	20	25	50	95
Manufactured Housing	0	90	90	50	230
Multiple Family Apartments	100	100	300	100	600
	<u>600</u>	<u>260</u>	<u>765</u>	<u>500</u>	<u>2,125</u>

Page 34 of this document. The single family homes planned to be constructed by the Imperial Valley Housing Authority will be three, four, and five bedroom homes and will serve large families. The apartment units planned to be constructed by the Imperial Valley Housing Authority will be one and two bedroom units and will serve such groups as senior citizens, single female parents with one or two children, and the handicapped.

In the low income category, non-profit groups such as Campesinos Unidos, Inc. are anticipated to construct most of the single family detached homes under the Farmers Home Administration Self-Help Housing Program and other government housing programs targeted for low income families. There is a strong demand for manufactured housing (mobile homes) and apartments in the low income category. The quantified objectives include 90 manufactured homes and 100 apartment units for low income households. It is anticipated that the low income manufactured homes and apartments will be supplied by the private sector.

The private sector is also expected to provide all the housing units for ~~the~~ moderate and upper income categories.

The ~~housing~~ unit numbers contained in the Quantified Objectives for new ~~construction~~ vary considerably from the Regional Housing Needs Assessment (RHNA) figures for Brawley, as prepared by the Southern California Association of Governments (SCAG). This is due to two major factors which were not taken into consideration by SCAG when the Regional Planning Agency prepared the RHNA.

E. Future Housing Needs, Including Total Housing Unit Needs and Desired Vacancy Rates

According to the State Department of Finance estimates, there was a total of 6,015 housing units in the City of Brawley on January 1, 1989. Assuming an average of 3.19 persons per dwelling unit and a population of approximately 25,000 by June 30, 1994, a total of approximately 7,837 housing units will be needed in the city by June 30, 1994. The historical and projected figures are presented below.

Population and Housing Unit Projections

	<u>1970</u>	<u>1980</u>	<u>1985</u>	<u>1994 (Projected)</u>
Population	13,746	14,946	17,521	25,000
Housing Units	3,905	4,656	5,643	7,837
Average Household Size in Persons	3.52	3.21	3.10	3.19

The State Department of Housing and Community Development (HCD) has published a formula which may be used to compute future housing unit needs:

$$\left[\left(OH \times \left(\frac{1}{1-V/S} \right) \right) + RH \left(\frac{1}{1-V/R} \right) \right] \left(\frac{1}{1-OV} \right) = \text{Number of Units' Needed}$$

Where: OH = Owner Households 1994 (4,075)

RH = Rental Households 1994 (3,762)

V/S = Desired for Sale Vacancy Rates. (In California, this has been established at 2% or .02 by H.C.D.)

V/R = Desired for Rent Vacancy Rate. (In California, this has been established at 6% or .06 by H.C.D.)

OV = Actual "Other Vacant" Rate in the City. (Units which are vacant, but not available for sale or rent - estimated at 2% in 1980.)

This formula takes into account the desired vacancy rate which has been determined to be necessary to provide a stable housing market.

Rehabilitation Program provides a very viable method of eliminating existing substandard housing, it does not provide any new or additional housing units for the community. The City also participates in the State Deferred Loan Program whereby loans for rehabilitation of housing can be deferred for several years or until the housing unit is sold.

Since the City anticipates continuation of the Housing Rehabilitation Program during the July 1, 1989 to June 30, 1994 planning period, it is appropriate and necessary to establish goals and quantified objectives for the Housing Rehabilitation Program as follows:

Goals:

1. Apply for the maximum CDBG grant the City is eligible for each year during the five year 1989 to 1994 planning period.
2. Participate in the HUD 312 Housing Rehabilitation Loan Program to the maximum extent possible when, and if, funds continue to be available.
3. Participate in the State Deferred Loan Program to the maximum extent possible when, and if, funds continue to be available.
4. Utilize program income funds as appropriate to further the objectives of the Housing Rehabilitation Program.

Quantified Objectives for Housing Rehabilitation

The quantified objectives for the July 1, 1989, to June 30, 1994, Planning period for the Housing Rehabilitation Program are as follows:

<u>Program</u>	<u>Objective</u>
1. For the CDBG Housing Rehabilitation Program	25 units per year
2. For the HUD 312 Rehabilitation Loan Program	10 units per year

The **above** objectives will provide for the rehabilitation of a total of **175** housing units over the five-year planning period.

3. Assist the Imperial Valley Housing Authority in obtaining funding from HUD and project approval for the construction of the 600 new assisted housing units for very low income families as outlined in the quantified objectives for new construction.
4. Assist non-profit corporations such as Campesinos Unidos in obtaining funding and project approval from Farmers Home Administration for construction of new housing units for low income families under the Self-Help Housing Program.

The above-listed goals will, when implemented, substantially alleviate the existing housing need for lower income households in the city.

The Imperial Valley Housing Authority (IVHA) currently has a total of 175 assisted housing units, 94 Farmers Home Administration units, and 50 State of California units available in the City of Brawley. These numbers are proposed to be substantially increased by June 30, 1994, provided adequate HUD, State, and other financing can be obtained. It must be noted that HUD funding for assisted housing units has been steadily decreasing over the last several years. As of June 6, 1989, the Imperial Valley Housing Authority was maintaining a waiting list for assisted housing units in Brawley that consisted of the following:

Waiting List for Assisted Housing Units

- a. For 1 Bedroom Units - 13 Applicants
- b. For 2 Bedroom Units - 72 Applicants
- c. For 3 Bedroom Units - 85 Applicants
- d. For 4 Bedroom Units - 27 Applicants

Total = 197

As can be observed from the above figures, the construction of the proposed new assisted housing units planned by June 30, 1994 could totally alleviate the waiting list for lower income eligible families.

In addition to administering the Assisted Housing Unit Program, the Imperial Valley Housing Authority also administers the Section 8 Rent **Subsidy Program** for Brawley. The waiting list for Section 8 Rent **Subsidy Assistance**, as of June 6, 1989, was as follows:

Waiting List for Section 8 Rent Assistance

- a. For 1 Bedroom Units - 89 Applicants
- b. For 2 Bedroom Units - 132 Applicants
- c. For 3 Bedroom Units - 129 Applicants

Total = 350

If we insert the projected households, the desired vacancy rates, and the existing "other vacant" rate into this formula, it will read as follows:

$$\begin{aligned} & \left[(4,075 \times \frac{1}{1-.02}) + (3,762 \times \frac{1}{1-.06}) \right] \frac{1}{1-.02} \\ & [(4,075 \times 1.02) + (3,762 \times 1.06)] (1.02) = \\ & [4,157 + 3,988] (1.02) = \\ & (8,145) (1.02) = 8,307 \text{ Housing Units Needed} \end{aligned}$$

The above equation indicates that a total of 8,307 housing units will be needed in the City by June 30, 1994, in order to provide the desired For Sale Vacancy Rates and the desired For Rent Vacancy Rates. The additional housing units required to achieve an Ideal Vacancy Rate are included in the quantified objectives for new construction under Section B "Future Need."

F. Existing Housing Need

Existing housing need is narrowly defined as the number of lower income households who pay more than 30% of their income for rent or house payments. The definition of existing need is not all inclusive. It does not count lower income households who do not pay an inordinate amount of their income for shelter but live in substandard housing, nor does it include households who are homeless or live in overcrowded conditions. Lower income households include the very low income (less than 50% of median), and low income (50%-80% of median) categories. According to the Regional Housing Needs Assessment, Brawley had a total of 981 lower income households overpaying for shelter in 1988. Of this amount, 606 were very low income and 375 were low income. A total of 213 were owners and 768 were renters in the lower income category. In order to meet the existing needs of these lower income households, the City must establish specific goals and quantified objectives. The following goals are designed to ensure the City has every reasonable chance of meeting the existing housing needs:

Goals:

1. **Cooperate** to the maximum extent possible with the Imperial Valley Housing Authority to ensure construction of additional **assisted** housing units in the City.
2. Request the U.S. Department of Housing and Urban Development (HUD) to increase the Section 8 Rent Subsidy Unit Allocation for Brawley from the current (June 1989) 213 total units, to 335 total units by June 1990, and to 600 total units by June 30, 1994.

includes 606 very low income households and 375 low income households. The SCAG housing data indicates that there were 2,226 total lower income households in Brawley in 1988. The above-listed quantified objectives for existing housing need contain a substantial increase in Section 8 Rent Subsidy Assistance, and also include the planned construction of an additional 600 new, very low income assisted housing units. These objectives, when implemented, will adequately address the existing housing need contained in the SCAG Regional Housing Needs Assessment. It must be understood, however, that the Section 8 Program and the construction of new assisted housing is dependent upon future federal budget allocations, which may or may not provide the required level of funding necessary to achieve the objectives.

As can be observed from the figures, the current Section 8 unit allocation from HUD of 213 units for Brawley is wholly inadequate. This allocation is, therefore, proposed to be increased to a total unit allocation of 600 units by June 30, 1994. The current (1989) fiscal year funding level allocated to the Brawley Section 8 Program amounts to \$865,015. This funding allocation will need to be increased to approximately \$2.5 million by June 30, 1994 in order to fund the additional Section 8 unit allocations being proposed.

Quantified objectives for assisted housing for the five year planning period are presented below.

Existing Housing Need
Quantified Objectives

<u>Program</u>	<u>Objective</u>
Section 8 Rent Subsidy Program (Unit Allocation)	Request increase from HUD in Section 8 unit allocation from the current 213 units to 600 units by June 30, 1994.
Section 8 Rent Subsidy Program (Funding Allocations)	Request increase from HUD in Section 8 funding allocation to \$2.5 million by June 30, 1994.
Assisted Housing Unit Construction	Plan to construct an additional 600 assisted housing units in Brawley by June 30, 1994, through the Imperial Valley Housing Authority, recognizing that this objective depends on increasing funding from HUD in the future.
Assisted Mobile Home Park Construction Project	Construct a 35-space mobile home park project for lower income families, as a joint project between the City and the Imperial Valley Housing Authority.

The Southern California Association of Governments (SCAG), in the Regional Housing Needs Assessment (RHNA) for Brawley, indicated that the existing need for housing includes a total of 981 lower income households that are currently overpaying for housing. This

CITY OF BRAWLEY
1990 HOUSING ELEMENT
GOVERNMENTAL CONSTRAINTS AFFECTING HOUSING

Introduction

The State Planning Law (Section 65583) requires cities to undertake an analysis of potential and actual governmental constraints upon the development, improvement, and maintenance of housing for all income levels. This analysis must include such items as land use controls and zoning, building codes and their enforcement, and subdivision improvement requirements.

Cities have an effect on the cost of housing according to the level of off-site improvements required to be constructed by subdividers as outlined in the City's Subdivision Ordinance. In addition, other fees not levied by the City, such as school impact fees, also affect the cost and availability of housing. This section of the Housing Element will include an analysis of development constraints that can be remedied by the City, and it will also include an analysis of constraints on housing caused by other government entities.

CITY DEVELOPMENT CONSTRAINTS

Beginning in April 1988, the City reorganized its planning and building departments and formed a new department called the Department of Economic and Community Development. This new department combines Planning, Building Inspection, CDBG Housing Rehabilitation, and Community Redevelopment Agency activities under one department. The major purpose of this new city department is to encourage new residential and commercial development within the City by coordinating all City development approval activities under one roof. This new department has created a one-stop permit processing service for residential and commercial developers. The one-stop permit process has resulted in a decrease in the amount of time it takes for a residential developer to obtain subdivision map approvals, building permits, etc. Hence, the City has made a considerable effort recently to remove development constraints in areas where the City has direct control. This is not to say, however, that there are not potential or continuing governmental constraints on housing. The following narrative outlines potential and actual development constraints in the City of Brawley.

CITY OF BRAWLEY

1990 HOUSING ELEMENT

GOVERNMENTAL CONSTRAINTS UPON HOUSING

NON-GOVERNMENTAL CONSTRAINTS UPON HOUSING

housing development is currently limited in the City of Brawley. Even though the City has recently annexed 488 acres of mostly vacant land for development, this may not be enough vacant developable land to meet the demand for new housing development.

4. The City of Brawley currently discourages the conversion of existing garages into living quarters where adequate off-street parking is not available. This is due to the fact that in many instances, particularly on small lots, alternate off-street parking areas cannot be provided. This results in the property owner having to apply for a variance from the Zoning Ordinance and could be affecting the improvement of existing housing.

5. The City of Brawley has adopted the 1985 edition of the Uniform Building Code. The City enforces the minimum requirements contained in the UBC. The building permit fees charged are those contained in the Code. Since the building permit fee costs for new housing construction are considerable, the cost of housing is affected by the amount of the building permit fees charged by the City. The building permit fees, therefore, could be affecting the supply and production of new, low cost housing for lower income households. In addition, building permit fees could be affecting the decision of existing low income households to not remodel or improve their existing residences.

6. The Brawley Elementary School District and the Brawley High School District currently charge developer fees for new construction and additions. These fees total \$1.56 per square foot for new, livable area construction. These fees impact the cost of new housing and additions to existing housing. The fees could, therefore, restrict the production of new housing and additions to existing housing.

7. At the present time, the Housing Authority of the City of Brawley and the City of Brawley are operating in accordance with a cooperation agreement entered into July 5, 1950. This agreement made reservations for the development of a total of 150 low rent assisted housing units to be developed within the City limits of Brawley, which have already been developed. Subsequently, the Housing Authority of the City of Brawley entered into a joint powers agreement with the Imperial Valley Housing Authority. In order to **construct** additional new assisted housing units in the City of **Brawley**, an updated cooperation agreement between the City and the **Imperial Valley Housing Authority** will be needed.

8. **Funding at the Federal and State level for assisted low income housing has been steadily decreasing over the last several years.** Unless funding levels are increased substantially in the future for Imperial County, the objectives for low income housing construction will probably not be met.

9. The completion of substantial numbers of single family and

GOVERNMENTAL DEVELOPMENT CONSTRAINTS

A. Potential Constraints

1. The City of Brawley is in the process of considering the adoption of a development fee ordinance. The proposed new ordinance will include developer fees for items such as library services, police, fire, and streets. The proposed new fees, when adopted, will impact the cost of new housing in the city. The proposed developer fees could have the greatest potential impact on the production of housing for lower income households. The proposed developer fees would be charged for single-family homes, mobile homes, and apartments according to the following proposed fee schedule:

<u>LAND USE</u>	<u>TOTAL PROPOSED DEVELOPER FEE</u>
Single-Family Residential	\$2,170
Apartments	\$1,580/unit
Mobile Homes	\$1,684

The proposed developer fee will add 4% to the cost of an average \$55,000 house for lower income households. This is a significant cost impact and could constrain the production of low income single-family housing. The Community Redevelopment Agency could utilize tax increment housing set-aside funds to pay for the cost of the developer fee for low income housing (including mobile homes and apartments). Under this plan, the Redevelopment Agency would use some of the housing set-aside funds to pay the City for the cost of the developer fee as it relates to low income housing. The cost burden of the developer fees would, under this plan, not be placed upon the low income homebuyer or the building of low income apartments. It is not anticipated that the proposed developer fees will have a detrimental impact on the production of housing for moderate and upper income households. As the cost of a home or apartment complex increases, the percentage of total cost represented by the proposed developer fees decreases and becomes relatively insignificant for a \$100,000 home.

2. At the present time, the City's Zoning Ordinance does not allow manufactured housing in the R-2 and R-3 Multiple-Family Residential zones. Manufactured homes are allowed in the R-1 Single-Family Residential Zone, provided certain specified requirements are met. By not allowing manufactured homes in the R-2 and R-3 Zones, the City could be constraining the supply and availability of manufactured housing. Manufactured homes are generally occupied by persons in the low to moderate income category. This restriction is contained in the City's Zoning Ordinance.

3. The supply of affordable and available raw vacant land for

3. Lack of Sufficient Developable Raw Land:

In order to increase the supply of affordable, developable, raw land, the City should initiate additional annexations of land into the City.

4. Zoning Restrictions on Conversion of Existing Garages:

The City could revise its Zoning Ordinance to allow for conversions of existing garages into living quarters provided certain specified criteria were complied with. The criteria used could be a specified minimum lot size to allow for provision of alternate off-street parking areas on the property.

5. Building Permit and Plan Check Fees:

An ordinance could be adopted by the City Council which would reduce building permit fees charged for construction of low income housing. This could provide an incentive to developers to construct low income single-family and multiple-family housing units.

6. School Impact Fees:

The City could pass a resolution encouraging the Brawley Elementary School District and the Brawley High School District to reduce the school impact fees for additions to existing residences. This should result in more homeowners making improvements to their residences.

7. New Assisted Housing Units:

Negotiate and adopt an updated cooperation agreement between the City of Brawley and the Imperial Valley Housing Authority for construction of additional new assisted housing units.

ELIMINATION OF ACTUAL GOVERNMENTAL DEVELOPMENT CONSTRAINTS

Actual governmental development constraints can be eliminated as outlined below:

1. Alley Requirement in Subdivision Ordinance:

The City can amend its Subdivision Ordinance to delete the alley requirement for low income residential subdivisions.

2. Areas with Inadequate Sewer Capacity:

The City can prepare a sewer master plan to enable the City Council to identify those areas of the City which have inadequate remaining capacity in the sewer mains. A capital improvement

multiple family housing rehabilitation projects will be potentially constrained during the five-year planning period due to decreased funding levels for housing rehabilitation under the Small Cities Community Development Block Grant Program.

10. The City's Subdivision Ordinance requires paved alleys, 20 feet in width, to be provided at the rear of all lots in residential subdivisions. This requirement represents a substantial added development cost to the residential developer. The developer, in turn, passes these added costs on to the home buyer. This ordinance requirement has, in the past, affected the decision of developers of low income housing not to develop in Brawley. It is estimated that the alley requirement adds approximately \$1,500 to the cost for a typical single-family home, which is a relatively insignificant impact to a \$69,000 home.

B. Actual Constraints

1. There are currently some areas in the City that have inadequate remaining capacity in the existing sewer main lines to allow development of new housing at the densities allowed by the Zoning Ordinance. Therefore, in some areas of the City, new housing development at higher densities is restricted until new sewer lines are installed.

2. Development in some areas of the City is constrained by the lack of adequate water mains to provide water service. Therefore, in some areas of the City, new development cannot occur until adequate water line facilities are provided.

ELIMINATION OF POTENTIAL GOVERNMENTAL DEVELOPMENT CONSTRAINTS

The potential governmental development constraints identified above could possibly be eliminated as outlined below:

1. Developer Fees and Exactions:

In order to encourage production of new housing for persons of low income, the City could consider reducing development fees for developers of low income housing. The reduction in development fees could be an important incentive to developers of low income housing.

2. Restriction of Manufactured Homes:

The City could revise its Zoning Ordinance to allow manufactured housing in the R-2 and R-3 Multiple Family Residential zones. This could result in a significant increase in the number of manufactured homes (mobile homes) placed in the City. Since most manufactured home buyers are in the low to moderate income range, this zoning amendment could substantially increase the potential housing opportunities for these income groups.

CITY OF BRAWLEY
1990 HOUSING ELEMENT
NONGOVERNMENTAL CONSTRAINTS AFFECTING HOUSING

Introduction

The City is required by State Planning Law (Government Code Section 65583) to analyze potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction. This section of the Housing Element will comply with this requirement through an extensive analysis of the above factors.

POTENTIAL NONGOVERNMENTAL CONSTRAINTS

A. Availability and Affordability of Financing

The ability of a potential homeowner to obtain affordable mortgage financing is an item of great importance to not only the potential home buyer but also to the City. Fortunately, over the last several years, mortgage rates have been relatively affordable and available to a large segment of the Brawley population. The City's Department of Economic and Community Development surveyed local banks and savings and loan institutions in June 1989 regarding the availability in Brawley of home financing loans. Two local financing institutions were contacted, and both indicated that home financing loans are available in Brawley without restriction to qualified home buyers. As of June 1989, the mortgage interest rates were between 10% and 10 1/2% for a 30 year fixed-rate home loan. These types of interest rates are low enough to enable a large percentage of moderate and upper income home buyers to qualify for home purchase loans. However, for persons in the lower income range, the current mortgage interest rates of 10% - 10 1/2% are still too high and have the potential of preventing lower income households from being able to qualify for a conventional home financing loan. In many cases, the lower income households must turn to federally subsidized mortgages such as the Farmers Home Administration (FmHA) 502 Program. This program can provide federal subsidy of single-family home loans to bring the effective interest rate down to as low as 1%.

In some cases when the interest rate exceeds approximately 12%, moderate and upper income households would be affected, and some of these households may not be able to qualify for home finance loans. High interest rates, therefore, have the potential for affecting the affordability of housing for all income groups.

program can then be established to correct the identified deficiencies.

3. Areas with Inadequate Water Service:

The City can prepare a water master plan to enable the City Council to identify those areas of the City which have inadequate water lines and inadequate water pressures. A capital improvement program can then be established to correct the identified deficiencies.

appear to be affordable and reasonable for builders and contractors. However, if labor costs were to increase substantially, the cost of construction in Brawley could rise to a level which would impact the construction of new housing. Increased construction costs, therefore, have the potential for constraining new housing construction.

D. Availability of Qualified Contractors for Housing Rehabilitation Projects

Due to the limited number of general contractors working in the City of Brawley, some housing rehabilitation projects may be delayed due to a lack of sufficient bids being received from qualified contractors. This has the potential to affect the completion of some housing rehabilitation projects within the five-year planning period.

ACTUAL NONGOVERNMENTAL CONSTRAINTS

At the present time (June 1989), no actual nongovernmental constraints to housing production can be identified. The City has a major Southern California housing developer building new-middle income single family homes. Sales of these homes appear to be going quite well. In addition, Campesinos Unidos, Inc., a non-profit corporation, is presently building new single-family low income housing on various sites throughout the City. Other residential developers from throughout Southern California have expressed an interest in building new homes in Brawley.

Therefore, there is currently adequate developable land available, available financing throughout the City at reasonable interest rates, and reasonable construction costs that are somewhat less than in other areas of the state.

B. Price of Land

The cost of raw, developable land has a direct impact on the cost of a new home and is, therefore, a potential nongovernmental constraint. The higher the raw land cost, the higher the price of a new home will be. Developers, therefore, will normally seek to obtain city approval for the largest number of lots obtainable on a given parcel of raw land. This allows the developer to spread the costs for off-site improvements (streets, water lines, etc.) over the maximum number of lots.

At the present time (June 1989), the cost of raw developable land on the outskirts of Brawley is averaging approximately \$20,000 per acre. The finished lot cost for a 6,000 square foot lot is approximately \$25,000 in Brawley. This appears to be affordable for approximately 50% of Brawley's population, and the price of developable land does not appear to be negatively affecting housing production in Brawley. However, if the price of developable land were to rise a sizable amount, the price of land could have the potential for impacting new housing construction in Brawley.

C. Cost of Construction

The costs for labor and materials, obviously, have a direct impact on the cost of housing and are the main components of housing cost. The cost of residential construction varies greatly depending upon the quality and size of the home being constructed. Custom homes, with upgraded materials, equipment, and high quality finish work, normally have a cost range of \$50 - \$85 per square foot. New low-cost single family residences can be constructed in Brawley for \$35 per square foot. New middle-income single family housing can be constructed for \$40-\$45 per square foot in Brawley. The cost of construction basically includes labor and materials needed to construct a home. Additionally, the costs associated with building permits and other fees, such as sewer connection fees, are also a component cost of construction.

The City of Brawley and Imperial County are fortunate in that labor costs for construction workers are somewhat less than in other areas of the state. Material costs in the City of Brawley are generally the same as other areas in Southern California but may be slightly higher because of increased transportation costs. According to building information supplied by the International Conference of Building Officials, the costs of construction in Imperial County are 96% of the costs of construction in Los Angeles. The slightly lower construction costs in Brawley can be attributed primarily to slightly lower labor costs, as was previously stated. At the present time (June 1989), the construction costs in Brawley

CITY OF BRAWLEY
1990 HOUSING ELEMENT
SPECIAL HOUSING NEEDS

Introduction

The State Planning Law (Section 65583) requires cities to undertake an analysis of special housing needs, such as those of the handicapped, elderly, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter. This section of the Housing Element will identify the special housing needs in the City of Brawley and will quantify those needs.

EMERGENCY SHELTER NEEDS FOR HOMELESS PERSONS AND FAMILIES

Recent amendments to the State Planning Law now require that cities address the emergency housing needs of homeless persons and families. The City Planning staff contacted social service agencies (Salvation Army, Catholic Community Services, the County Welfare Department) and the Brawley Police Department to attempt to determine the number of homeless persons and families in Brawley. The City staff received a reply from the County Welfare Department and from the Brawley Police Department.

The County Welfare Department estimates that there are five to ten homeless families each month in the City of Brawley who receive welfare assistance. Homeless families with children are eligible for welfare assistance under the Aid to Families with Dependent Children Program (AFDC). These families would be classified as very low income families and would also be eligible to obtain assisted housing and/or Section 8 rent subsidy assistance.

The Assisted Housing Program and the Section 8 Program are both administered by the Imperial Valley Housing Authority. As previously stated on Page 23 of this document, the Imperial Valley Housing Authority has an objective to add 600 new assisted housing units in the City of Brawley by June 30, 1994. When, and if, implemented, the new assisted housing units should help address the housing needs of homeless families in the City by providing adequate shelter. The addition of the new assisted housing units is totally dependent upon adequate funding being available.

In addition to the new assisted housing units, on Page 29 of this document, it should be noted that an objective of the Housing Program is to increase the HUD Section 8 Unit Allocation from 213

CITY OF BRAWLEY

1990 HOUSING ELEMENT

SPECIAL HOUSING NEEDS

FARMWORKERS

The City of Brawley is located in one of the most productive agricultural regions in the United States. Because of its location, the City has a large number of farmworkers residing in Brawley. Most farmworkers earn relatively low wages, and thus they fall into the very low and low income categories. Most farmworkers have annual incomes of \$10,000 - \$13,000 per year according to data supplied by the State Employment Development Department. Because of their low incomes, most farmworkers are eligible for Section 8 rent subsidy assistance, or they are eligible to reside in assisted housing units. The Farmers Home Administration also provides very low interest rate loans for eligible farmworker families.

As of January 1, 1989, there were approximately 11,300 farmworkers in Imperial County according to the State Employment Department. Approximately 2,000 of these workers were estimated to reside in Brawley. The majority of the farmworkers in Brawley are of Hispanic descent and many of them are migrants. Migrant farmworkers reside in Brawley for four to six months out of the year and move to other areas the remainder of the year. This situation creates a fluctuating demand for rental units with the highest demand occurring during the winter and spring months. The Imperial Valley Housing Authority, as previously stated in this document, has as an objective the construction of new housing units for the very low income category during the five-year planning period. Many of these new assisted housing units will be occupied by farmworkers.

In addition to the new units proposed to be constructed as an objective by the Imperial Valley Housing Authority, Campesinos Unidos, Inc., a non-profit group primarily serving farmworkers, plans to construct additional single-family units during the five-year planning period. Private developers are anticipated to construct at least 100 new low income apartments, and provide at least 90 manufactured homes for low income persons during the planning period. These projects will probably be constructed under various programs of the Farmers Home Administration targeted for very low and low income families. Many of these new apartment units and manufactured homes will be rented to low and very low income farmworkers. It is anticipated that the quantified objectives for new construction, which are targeted toward very low and low income households, will adequately address the housing needs of farmworkers in Brawley. In addition, the increase in Section 8 rent subsidy unit allocations being projected during the planning period will further assist farmworker families in finding adequate rental housing in Brawley.

units to 600 units by June 30, 1994. The increase in Section 8 Unit Allocations should also help address the long-term housing needs of currently homeless families who are very low income. According to the Imperial Valley Housing Authority, as of June 1989, there were 91 families living in assisted housing units and receiving AFDC welfare assistance. The County Welfare Department administers an emergency shelter program for AFDC eligible families that provides an immediate \$30 per day voucher for emergency shelter. This emergency shelter benefit can extend up to 30 days. The recipients use the \$30 per day emergency shelter benefit to obtain shelter in a local hotel or motel. The emergency shelter benefit provides shelter for the eligible family until the family starts receiving regular AFDC welfare benefit checks.

The current (June 1989) AFDC welfare benefit for a family of four in Imperial County is \$788 per month. The County of Imperial does not operate a homeless shelter for families due to the fact there is an adequate number of hotel and/or motel rooms available to provide emergency shelter through the \$30 per day emergency shelter benefit. Motel rooms are available in Brawley for as little as \$25 per night.

The above analysis indicates that there is no need for a homeless shelter in Brawley for families with children, due to the fact that the programs of the County Welfare Department adequately provide for emergency shelter for this group. However, the County Welfare Department does not have an emergency shelter program for homeless individuals and couples without children. These groups would have to find emergency shelter in facilities operated by social service agencies such as the Salvation Army and Catholic Community Services. At the present time (June 1989), neither of these social service agencies operate emergency shelters in Brawley. According to the Brawley Police Department, it is estimated that there are six to ten homeless individuals that have been observed sleeping in city parks or in rear alley locations. This figure fluctuates seasonally, with more transient homeless individuals in the winter months. These homeless individuals are mostly men; however, homeless women could also be living in the City. Since there is an identified population of homeless individuals in Brawley, there is a definite need for a homeless shelter in Brawley for homeless individuals, both men and women. It appears that a shelter with 20-25 beds would adequately provide for the needs of Brawley's homeless population during the five-year planning period. The required homeless shelter for individuals could be operated by a social service agency such as the Salvation Army or Catholic Community Services. Potential sites for a homeless shelter have been identified in the appendix of this document. At the request of the City, the Brawley National Guard Armory facility could be made available for emergency shelter on a temporary basis when nighttime temperatures are forecast to be below 40°.

ELDERLY HOUSEHOLDS

Elderly households comprised 10%, 478 of the City's 4,779 households, in 1980. A new 20-unit senior citizen housing complex was constructed in 1984, and the complex is administered by the Imperial Valley Housing Authority. All residents of this complex are senior citizens and are receiving Section 8 rent subsidy assistance. This project is located on K Street, just east of South Imperial Avenue, in Census Tract 107. The Imperial Valley Housing Authority plans to assist a non-profit group to obtain funding for another new 20-unit senior citizen housing complex during the five-year planning period. This project will probably consist of one bedroom units, and two of the units will most likely be totally designed for disabled persons.

There also exists in Brawley a 99-bed convalescent hospital which provides interim housing for elderly persons recovering from medical problems. This facility is located on Cattle Call Drive in Census Tract 106. It is anticipated that the housing needs of low income, elderly households will be adequately addressed by programs of the Imperial Valley Housing Authority and by other private developers and non-profit groups during the five-year planning period.

HANDICAPPED HOUSEHOLDS

Handicapped households include persons with various types of disabilities. Many of these individuals are confined to wheelchairs and require housing units that have special wheelchair access. In addition to the wider doors and ramps required for wheelchair access, housing units for the handicapped also have special bathrooms and kitchens that provide for the needs of the handicapped persons.

The State Department of Rehabilitation estimates that in 1981 there were approximately 7,050 disabled persons living in Imperial County. These persons had disabilities as outlined below:

1981 CATEGORY OF DISABLED PERSONS IN IMPERIAL COUNTY

Blind	20
Deaf	50
Other Sensory (some hearing impairment)	150
Cardiovascular	1,105
Respiratory	750
Mentally Retarded	330
Alcohol/Drug	360
Emotional (Psychosis, Neurosis)	480
Muscular-Skeletal	2,670
Neurological	460
Other	<u>675</u>
TOTAL	7,050

LARGE FAMILIES

The City of Brawley, because of its large Hispanic population, has a larger number of persons per household than other cities in the state. According to the State Department of Finance population and housing estimates for January 1, 1989, the City of Brawley had 3.436 persons per household. This compares with a statewide average of only 2.717 persons per household as of January 1, 1989. As the above figures indicate, the City of Brawley has a much larger average household size when compared to the state average. Many of the large families are Hispanic, are farmworkers, and are in the very low and low income categories. The Imperial Valley Housing Authority has, as an objective, the construction of 100 five-bedroom assisted housing units and 200 four-bedroom assisted housing units during the five-year planning period in the City of Brawley. These new units would be constructed primarily for large families who are very low income. It is anticipated, therefore, that the housing needs of large, lower income families will be partially addressed by the Imperial Valley Housing Authority during the five-year planning period. However, as previously stated in the section on potential governmental constraints, if increased funding from HUD is not forthcoming, the Imperial Valley Housing Authority will not be able to meet this objective.

FEMALE-HEADED HOUSEHOLDS

Female-headed households with dependent children are projected to continue to increase in number in Brawley, reflecting state and national trends. The total numbers of female-headed households with and without dependent children are presented below for 1980 and 1989. The number of female-headed households with incomes of \$19,999 or less who are overpaying for housing is also shown for 1980 and 1989.

	<u>1980</u>	<u>1989*</u>
Female-Headed Households		
With Children	344	433
Without Children	<u>247</u>	<u>313</u>
TOTAL	591	746
 Female-Headed Households		
Overpaying for Housing		
With Children	63	79
Without Children	<u>45</u>	<u>57</u>
TOTAL	108	136

* Estimated by City of Brawley
Note: Data represents female-headed
 households with no Spouse
Source: 1980 US Census

OVERCROWDED HOUSEHOLDS

Overcrowding is present at a much higher average rate in Brawley (15%) than in California (8%) and the United States (5%). The U.S. Census Bureau defines overcrowding by tabulating the number of housing units occupied by over one person per room, not including kitchen and bathrooms. In 1980, there were 785 households in Brawley that were classified as overcrowded by the U.S. Census Bureau.

OVERCROWDED HOUSEHOLDS IN BRAWLEY (1980) BY CENSUS TRACT

<u>Census Tract</u>	<u>Number of Overcrowded Units</u>	<u>% of Total Units</u>
104	241	21.5
105	134	9.1
106	72	4.1
107	<u>338</u>	<u>36.1</u>
TOTAL	785	70.8

As evidenced by the above table, there were areas of the City, primarily in Census Tracts 104 and 107, that had the majority of overcrowded housing units. These are also the areas that have the largest Hispanic populations and have the largest concentrations of low income persons. The Imperial Valley Housing Authority is very much aware of the problems of overcrowded low income families. As previously stated in the section on large families, the Imperial Valley Housing Authority plans to make application for funding for 200 new four-bedroom assisted housing units, and 100 new five-bedroom assisted housing units during the five-year planning period. These new assisted housing units, if constructed, will enable many low income families, which are currently overcrowded, to move into more suitable living quarters. As stated previously, the construction of new assisted units depends on increasing HUD funding during the planning period.

SUMMARY OF SPECIAL HOUSING NEEDS SECTION

In summary, the special housing needs groups in Brawley primarily consist of low-income Hispanic families, who are overcrowded because of large family size; female-headed households, who lack sufficient income, and are dependent on assisted housing or Section 8 rent assistance; and all low to moderate income families who cannot buy or rent adequate housing because of the lack of suitable housing supply at reasonable prices. In addition, many low to moderate income renters in Brawley rent out of necessity, not by choice, because of the lack of new housing construction at affordable prices. The City of Brawley also has the highest average housing resale values of all the Imperial Valley Cities. In August, 1985, the average home sold for \$71,450 in Brawley.

In addition, in 1985 there were 1,567,500 persons in California with a work disability of some sort. Of these, 691,268, or approximately 44%, are currently in the labor force; the remaining 56% are not in the labor force. The Department of Rehabilitation estimates that the same ratio holds true for Imperial County. The Department of Rehabilitation estimates that 236 persons in Brawley have a public transportation disability. Five percent of the total work force in Brawley (464 persons between the ages of 16 and 64) are prevented from working because of a work disability.

The City of Brawley enforces the handicapped accessibility and adaptability regulations contained in Title 24 of the California Administrative Code (State Building Code). This state regulation requires that a specified number of units be handicapped units on projects which consist of five or more housing units. The City Building Inspector ensures that all new projects which consist of five or more housing units comply with the state handicapped regulations. The state regulations ensure that approximately 35 new handicapped units will be constructed during the planning period for all income groups.

FIRST-TIME HOME BUYERS

First time home buyers are generally young married couples with one or two children. This demographic group includes most low to moderate income families. Average home prices increased from \$22,200 in 1970 to \$51,200 in 1980. This represented over a 100% increase in housing costs in a ten-year period. During the period 1979-1982, mortgage interest rates increased more than 47% rising from an average of 9.4% to 15.6%. The mortgage interest rates in June 1989 were averaging 10% to 10 1/2%. The combination of increasing home prices and rising interest rates has made it difficult for first time home buyers, particularly low income families, to be able to afford a home. The City is currently encouraging development of new low cost single-family homes in the \$55,000 to \$65,000 price range.

The City is also exploring financing options, such as mortgage revenue bonds, that would make it easier for first time home buyers to be able to buy a home. Home financing programs of the Farmers Home Administration (FmHA) provide attractive interest rates for eligible low income home buyers. There has been a recent surge in FmHA funded new housing construction since 1977 in Brawley. From 1979 to 1986, there were approximately 130 new single-family homes constructed under programs of the FmHA in Brawley. The buyers of these homes were mostly low income farmworkers of Hispanic heritage.

CITY OF BRAWLEY

1990 HOUSING ELEMENT

HOUSING PROGRAMS/HOUSING POLICIES

<u>Program</u>	<u>Time Frame</u>	<u>Responsible Official</u>
3) Revision of Subdivision Ordinance to remove alleys as a mandatory requirement in lower income residential subdivisions	By January 1992	City Planner
<u>Description:</u> Revise the Subdivision Ordinance to delete alleys as a mandatory requirement in lower income subdivisions thereby removing a potential impact to the cost of new housing.		
4) Community Redevelopment Agency Low Interest Rate Loan Program to developers of new, low-income housing.	By June 1990 and Annually Thereafter	Housing Rehabilitation Manager/Director of Economic and Community Development
<u>Description:</u> Use of tax increment revenue to provide below market rate low interest loans to developers of new housing for persons of low income, including elderly households.		
5) Density Bonus Program for developers of new low income housing.	By October 1990	City Planner
<u>Description:</u> Revision of the Zoning Ordinance to allow a density bonus of 25% to developers willing to construct new housing for persons of low income.		
6) Use of CDBG Program income monies for housing rehabilitation.	Annually (projects carried out throughout the year)	Housing Rehabilitation Manager
<u>Description:</u> Use of CDBG program income funds for additional housing rehabilitation projects benefitting low income households.		
7) HUD 312 Loan Program for low income households.	Apply Annually for Maximum Amount of HUD 312 Funds	Housing Rehabilitation Manager
<u>Description:</u> The City will apply annually for HUD 312 funding to provide low interest loans for low income eligible households.		

CITY OF BRAWLEY
1990 HOUSING ELEMENT
HOUSING PROGRAMS/HOUSING POLICIES

Introduction

The City of Brawley is required by Section 65583 of the State Planning Law to develop a housing program which sets forth a five-year schedule of actions the City is undertaking, or intends to undertake, to implement the policies and achieve the goals and objectives of the Housing Element through the administration of land use and development controls, through the provision of regulatory concessions and incentives, and through the utilization of appropriate federal and state financing and subsidy programs when available. This section will comply with the intent of the above state requirements.

HOUSING PROGRAMS

<u>Program</u>	<u>Time Frame</u>	<u>Responsible Official</u>
1) Small Cities Community Develop- ment Block Grant Program	Apply Annually for \$600,000 in Funding	Housing Rehabilitation Manager

Description: Provides funds for rehabilitation of existing homes, infrastructure improvements, and economic development. The City will use the CDBG funds for all eligible activities as authorized by law.

2) Revision of Zoning Ordinance to allow manufactured homes in the R-2 and R-3 residential zones.	By January 1992	City Planner
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Description: Revision of Zoning Ordinance to allow manufactured homes and mobile homes in the R-2 and R-3 residential zones with a CUP to integrate manufactured housing for the City's low to moderate income families into residential neighborhoods.

Policies:

1. All citizens shall have equal access to the housing programs of the City without regard to race, color, creed, sex, religion, marital status, or national origin.
2. The City's Department of Economic and Community Development will actively market the City to housing developers through appropriate advertisements in development publications and in metropolitan area newspapers.
3. The City's Department of Economic and Community Development will assist housing developers in any way possible to identify adequate sites for development of low to moderate income housing.
4. The City will continue to use its Community Development Block Grant Funds for housing rehabilitation and for all eligible activities as authorized under the law, in a manner that will benefit the largest number of low and very low income households.
5. The City will encourage rehabilitation of substandard dwelling units instead of condemnation, whenever possible, to preserve the existing housing stock.
6. The City will encourage improvement of existing substandard dwelling units through an active code enforcement and building inspection program to identify existing code deficiencies.
7. The City will inform housing developers of the provisions for density bonus when housing units are developed for low to moderate income households.
8. The City will explore the feasibility of a mortgage revenue bond issue to provide mortgage financing for low to moderate income home buyers when existing financial markets fail to provide affordable home financing.
9. The City's Department of Economic and Community Development will, as a matter of policy, apply annually for all available CDBG funds and HUD funds to benefit low to moderate income households.
10. The City, as a matter of policy, will initiate annexation proceedings to bring additional developable land into the City in order to provide for a minimum five-year supply of vacant developable land for new housing projects.
11. The City will ensure that all new housing units constructed in the City are safe and livable through vigorous enforcement of the Uniform Building Code.

<u>Program</u>	<u>Time Frame</u>	<u>Responsible Official</u>
8) Assisted Housing Construction Program	As requested by IVHA	Housing Rehabilitation Manager/Director of Economic and Community Development
<u>Description:</u> Construction of new assisted housing units by the Imperial Valley Housing Authority. The City will assist and support the IVHA in their application for Federal HUD funds.		
9) HUD Section 8 Rent Subsidy Assistance Program	As requested by IVHA	Housing Rehabilitation Manager/Director of Economic and Community Development

Description: HUD Section 8 rent subsidy assistance for low income households administered by the Imperial Valley Housing Authority. The City will support and assist the IVHA in their application to HUD for increased Section 8 unit allocations for Brawley.

10) Community Redevelopment Agency Land Write Down Program	Ongoing Annual Program	Housing Rehabilitation Manager/Director of Economic and Community Development
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Description: Land write downs for developers of new low income housing and of new elderly housing. This program provides an incentive to developers to develop new housing projects within the Redevelopment Project Area.

HOUSING POLICIES

The City of Brawley implements its housing policies to ensure non-discrimination and equal housing opportunities for all citizens. As required by the Civil Rights Act of 1964, the City does not **discriminate** in any of its housing programs on the basis of race, **color**, **sex**, religion, creed, marital status, or national origin. **The** housing policies contained in this section are designed to **foster** and promote the development of new housing for persons of low to moderate income. The housing policies will also promote the maintenance, improvement, rehabilitation, and preservation of existing housing units. The housing policies also attempt to ensure that the city applies for all available housing funds from the state and federal governments.

CITY OF BRAWLEY

1990 HOUSING ELEMENT

HOUSING GOALS

12. The City will encourage the development of mobile home parks to provide adequate sites for placement of mobile homes and/or manufactured homes for low to moderate income home buyers.
13. The City will encourage development of attached second dwelling units on existing residential lots in order to increase the supply of housing for elderly households.
14. The City will allow the conversion of existing garages into living quarters to enable large families to relieve their overcrowded conditions, where feasible.
15. The City will assist and support local social service agencies in their applications for federal funds to provide emergency shelters for homeless individuals and families.

9. Encourage and promote the establishment of attached second dwelling units for elderly households on single-family zoned lots as an addition to the existing house.
10. Encourage and promote the maximum use of solar energy systems in housing units throughout the City thereby increasing opportunities for energy conservation.
11. Insure that the auditing requirements for the State CDBG Program are complied with in a timely manner through the City's newly-formed Finance Department.

CITY OF BRAWLEY
1990 HOUSING ELEMENT
HOUSING GOALS

Introduction

Section 65583(b) of the State Planning Law requires that the Housing Element contain "a statement of the City's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing." The purpose of this section is to list the housing goals of the City of Brawley. The housing policies are stated on Pages 50 and 51 of this document. The City's quantified objectives for housing are contained on Pages 23, 25, and 29 of this document. The housing goals stated in this section have the main purpose of promoting decent and livable housing for all citizens of the City.

HOUSING GOALS

1. Promote the construction of new housing units and the rehabilitation of existing housing units in order that every citizen of the City may be provided with decent and livable housing.
2. Promote the construction of additional new assisted housing units in the City for persons and families of very low income.
3. Obtain additional Section 8 unit allocations for the City from the U.S. Department of Housing and Urban Development.
4. Support the establishment of an emergency shelter in Brawley for homeless men and women.
5. Promote and support equal housing opportunity for all citizens of the City without regard for race, color, creed, handicap, marital status, age, sex, or national origin.
6. Utilize the financial resources of the Community Redevelopment Agency to assist developers who desire to construct new low income housing units.
7. Utilize the code enforcement capabilities of the City to ensure that landlords renting unsanitary and unsafe housing units are forced to correct identified code violations.
8. Encourage and promote the establishment of mobile home units and manufactured housing units throughout the City while ensuring that these units comply with HUD, State, and City regulations.

<u>Assessor's Parcel #</u>	<u>Location (Street Access)</u>	<u>Vacant (Yes/No)</u>	<u>Sewer/Water Available</u>	<u>Zoning</u>	<u>Parcel Size</u>
46-270-37	West End of B Street	Yes	Yes*	R-1	3.78 Ac
48-240-9	West Legion Road	Yes	Yes	R-1	20.00 Ac
48-240-10	West Legion Road	Yes	Yes	R-1	20.00 Ac
48-240-11	West Legion Road	Yes	Yes	R-A	20.00 Ac
48-240-24	West Legion Road	Yes	Yes	R-A	2.99 Ac
48-240-25	West Legion Road	Yes	Yes	R-A	6.00 Ac**
48-240-26	West Legion Road	Yes	Yes***	R-A	7.90 Ac
48-240-17	West Legion Road	Yes	Yes	R-1	39.11 Ac
48-250-71	West Julia Dr. Extension	Yes	Yes***	R-1	16.11 Ac
48-250-59	West Julia Dr. Extension	Yes	Yes***	R-1	6.49 Ac
48-250-60	West Julia Dr. Extension	Yes	Yes***	R-1	1.21 Ac
48-250-63 (portion)	Highway 86	Yes	Yes***	R-1	9.50 Ac
46-080-5 (portion)	North Imperial Avenue	Yes	Yes***	R-1	89.80 Ac
46-030-15 (portion)	North Imperial Imperial	Yes	Yes***	R-1	9.00 Ac
47-050-5 (portion)	North 7th Street	Yes	Yes***	R-1	30.00 Ac**
47-380-45	South Eastern Avenue	Yes	Yes	R-1	1.58 Ac

CITY OF BRAWLEY
1990 HOUSING ELEMENT
LAND INVENTORY OF SUITABLE AND ADEQUATE HOUSING SITES
FOR
SINGLE FAMILY HOUSING
MULTIPLE FAMILY HOUSING
CONDOMINIUM HOUSING
COOPERATIVES
MOBILE HOMES AND MANUFACTURED HOUSING
EMERGENCY SHELTERS FOR THE HOMELESS

<u>Assessor's Parcel #</u>	<u>Location (Street Access)</u>	<u>Vacant (Yes/No)</u>	<u>Sewer/Water Available</u>	<u>Zoning</u>	<u>Parcel Size</u>
46-030-15 (portion)	North Imperial Avenue	Yes	Yes***	R-3	25.20 Ac
48-240-22	West Legion Rd.	Yes	Yes	C-P	18.40 Ac
48-240-6	West Legion Rd.	Yes	Yes	C-P	20.00 Ac
47-380-9	East I Street	Yes	Yes	R-3	4.60 Ac
47-380-48	East I Street	Yes	Yes	R-3	4.10 Ac
47-380-7	South Eastern Avenue	Yes	Yes	R-3	4.50 Ac
47-320-61	East I Street	No	Yes	R-3	3.00 Ac
47-320-52	East I Street	No	Yes	R-3	2.60 Ac
47-320-53	East I Street	Yes	Yes	R-3	2.00 Ac
47-320-5	East Main Street	No	Yes	R-3	1.30 Ac
47-320-6	East Main Street	No	Yes***	R-3	1.30 Ac
47-320-7	East Main Street	No	Yes***	R-3	1.40 Ac
47-310-42	East C Street	Yes	Yes	R-3	4.70 Ac
Total Acreage of Identified Sites					139.50 Ac

- * Sewer Lift Station is Probably Needed
- ** Approximately
- *** Extension Required

The identified sites for new, multiple-family housing projects (one acre or larger) total approximately 139 acres. Assuming a conservative density of 15 dwelling units per acre, approximately 2,085 apartment units could be constructed on the listed sites. The quantified objectives for new housing construction contained on Page 23 of this document indicate that a total of 600 new apartment units, 95 new condominium units, and 25 new cooperative units will be needed during the five-year planning period. The above-listed, multiple-family sites provide more than ample areas to accommodate the new projected units.

<u>Assessor's Parcel #</u>	<u>Location (Street Access)</u>	<u>Vacant (Yes/No)</u>	<u>Sewer/Water Available</u>	<u>Zoning</u>	<u>Parcel Size</u>
47-060-19	East River Dr.	Yes	Yes***	R-1	9.50 Ac*-
46-050-30	West River Dr.	Yes	Yes*	R-1	1.66 Ac
48-240-5 (portion)	West Legion Rd.	Yes	Yes	R-1	10.00 Ac
47-380-31	East Malan St.	No	Yes	R-1	2.00 Ac**
Total Acreage of Identified Sites					317.28 Ac

* Sewer Lift Station is Probably Needed

** Approximately

*** Extension Required

The identified sites for single-family housing (1 acre or larger) total approximately 317 acres. Assuming an average of 4.0 dwelling units per acre, approximately 1,268 single-family homes could be constructed on these sites. The quantified objectives for new housing construction contained on Page 23 of this document indicate that a total of 1,175 new single-family homes will be needed during the five-year planning period. If most of the above identified sites were developed, the quantified objectives for single-family home construction would be attained. The above listing does not include scattered single lots or sites less than one acre. However, in order to provide even more vacant, developable single-family sites, the City staff is currently (July 1989) recommending additional annexations of developable property. These additional annexations will total approximately 544 acres. The proposed annexations will provide building sites for several hundred more single-family homes. The above identified sites include potential development property for all income levels, including low to moderate income households.

MULTIPLE-FAMILY HOUSING SITES (1 ACRE OR LARGER)

The multiple-family housing sites identified below would provide sites for apartments, condominiums, and cooperatives.

<u>Assessor's Parcel #</u>	<u>Location (Street Access)</u>	<u>Vacant (Yes/No)</u>	<u>Sewer/Water Available</u>	<u>Zoning</u>	<u>Parcel Size</u>
46-080-5 (portion)	North Imperial Avenue	Yes	Yes***	R-2	24.20 Ac
46-080-5 (portion)	North Imperial Avenue	Yes	Yes***	R-3	22.20 Ac

EMERGENCY SHELTER SITES

The City is required to identify sites suitable for emergency shelters to serve homeless families and individuals. Since most homeless individuals tend to congregate in areas relatively close to the downtown, the emergency shelter sites are located in fairly close proximity to Main Street in order to better serve the homeless population. As previously stated on Page 41 of this document, homeless families with children can receive an emergency shelter benefit of \$30 per day from the County in order to obtain temporary shelter in a local motel or hotel. The transitional housing for families thus becomes a motel or hotel room. There are ample hotel and motel rooms in Brawley to serve the transitional housing need at the present time.

Emergency Shelter Sites

<u>Assessor's Parcel #</u>	<u>Location (St. Access)</u>	<u>Vacant (Yes/No)</u>	<u>Sewer/Water Available</u>	<u>Zoning</u>	<u>Parcel Size</u>
46-280-16	West Main St.	No	Yes	C-2	1.35/Ac
46-120-4	Magnolia St.	No	Yes	S-R	1.78/Ac

- * Sewer Lift Station is Probably Needed
- ** Approximately
- *** Extension Required

SUMMARY OF LAND INVENTORY SECTION

This section of the Housing Element has identified existing adequate sites for all housing types, including single family, multiple family, mobile homes, manufactured homes, condominiums, and emergency shelters. It must also be pointed out here that on Page 50 of this document, Policy No. 10 states that the City will initiate annexation proceedings to bring additional developable land into the City for new housing projects. The annexed land will provide sites for several hundred more housing units. This section also addresses the potential sites for homeless shelters as required by the State Planning Law.

MANUFACTURED HOUSING (MOBILE HOME) SITES (1 ACRE OR LARGER)

The sites identified below would provide ample areas for mobile home parks, mobile home subdivisions, and modular home sites.

<u>Assessor's Parcel #</u>	<u>Location (Street Access)</u>	<u>Vacant (Yes/No)</u>	<u>Sewer/Water Available</u>	<u>Zoning</u>	<u>Parcel Size</u>
47-310-3	East C Street	Yes	Yes	MHS	4.60 Ac
47-310-4	East C Street	Yes	Yes	MHS	4.60 Ac
47-310-5	East C Street	Yes	Yes	MHS	4.60 Ac
47-310-6	East C Street	Yes	Yes	MHS	4.60 Ac
47-380-39	East Malan St.	Yes	Yes	MHP	5.70 Ac
48-240-20	West Legion Rd.	Yes	Yes	MHP	7.70 Ac
47-380-38	East Malan St.	Yes	Yes	MHP	5.70 Ac
47-050-2 (portion)	North Imperial Avenue	No	Yes	MHP	10.00 Ac
Total Acreage of Identified Sites					47.50 Ac

- * Sewer Lift Station is Probably Needed
- ** Approximately
- *** Extension Required

The identified sites for manufactured housing (mobile home) projects (one acre or larger) total approximately 47.5 acres. Assuming an average density of six mobile home units per acre, the above-identified sites could accommodate at least 285 dwelling units.

The quantified objectives for new housing contained on Page 23 of this document indicate that 230 new manufactured homes (mobile homes) will be needed during the five-year planning period. The above-identified sites can accommodate the identified need. The City's Zoning Ordinance also allows mobile homes to be placed on R-1 zoned lots, if certain requirements are satisfied. This provision in the Zoning Ordinance thereby makes more potential sites available for mobile homes.

CITY OF BRAWLEY
1990 HOUSING ELEMENT
HOUSEHOLD CHARACTERISTICS

HOUSEHOLD SIZE

The number of persons per household in Brawley decreased from 3.31 in 1970 to 3.24 in 1980. The City of Brawley has an average household size that is somewhat larger than the State of California and the United States. This can be attributed to the large Hispanic population in Brawley which has a preference for larger families. In 1980, the average Hispanic household size was 3.72 in Brawley. The slight drop in the household size from 1970 to 1980 corresponds with the increase in the number of single-parent (mainly female-headed) families and the rise in the number of one and two person households. It is projected that the average household size in Brawley will continue to decrease at a very slow rate. In 1994, the average household size is projected to be 3.19 persons per household in Brawley. The tabular listing below compares the average historical household size in Brawley to the State of California and the United States.

Historical and Projected Household Size (Persons per Household)

	<u>1970</u>	<u>1980</u>	<u>1994</u>
United States	3.11	2.75	--
California	2.95	2.68	--
City of Brawley	3.31	3.24	3.19

HOUSEHOLD TYPE (HISTORICAL AND PROJECTED)

Household type is shown in the below-listed data for Brawley using 1980 Census data:

Household Type and Presence of Children 1980 and 1989 Estimate

	<u>1980</u>	<u>1989</u>
Married Couple w/Children	1,940	2,436
Married Couple w/o Children	1,178	1,480
Male Householder , No Spouse, w/Children	78	96
Male Householder , No Spouse, w/o Children	17	24
Female Householder , No Spouse, w/Children	344	433
Female Householder , No Spouse, w/o Children	247	313
Non-Family Household	975	1,233

As can be seen from the above data, in 1980, the predominant household type was the married couple, with or without children. This same situation should also exist at the present time (1989), in Brawley, as shown in the projected household data for 1989.

CITY OF BRAWLEY
1990 HOUSING ELEMENT
HOUSEHOLD CHARACTERISTICS

Introduction

This section of the Housing Element includes an analysis of the household characteristics in the City of Brawley. Household characteristics include items such as household size, household type (single-person household, married-couple household, female-headed household, etc), overcrowded households, household tenure (owners and renters), and housing type (single-family home, apartment unit, mobile home, etc). 1980 Federal Census data and State Department of Finance projections are used as the data source for the analysis in this section. The percentages contained in the 1980 census for various household statistics have been projected to 1989 to better reflect the current situation in Brawley.

HOUSEHOLD GROWTH
(HOUSING UNITS AND NUMBER OF PERSONS LIVING IN HOUSEHOLDS)

From 1970 to 1980, the number of housing units in Brawley increased by 782, from 3,877 in 1970 to 4,659 in 1980, reflecting a 20% increase. The population of Brawley increased 8.2% from 1970 to 1980. This difference between housing unit growth and population growth reflects the national trend of smaller family units and the rise in the number of single-parent families. The tabular listing below gives the figures for housing unit growth and the number of persons living in households (exclusive of group living quarters) in Brawley from 1981 to 1989, according to State Department of Finance data:

<u>Year</u>	<u>Number Housing Units</u>	<u>Persons Living in Households</u>
1981	5,099	15,228
1983	5,532	16,894
1985	5,643	17,422
1987	5,743	18,224
1988	5,810	18,558
1989	6,015	19,563

The above figures indicate a steady growth rate in Brawley. It is projected that there will be 7,837 housing units in Brawley by June 30, 1994. The 7,837 housing units will accommodate a projected population of 25,000 persons in 1994.

OVERCROWDED HOUSEHOLDS
(By Tenure)
1980 and 1989 Estimate

	<u>Owner Occupied</u>	<u>Renter Occupied</u>	<u>TOTAL</u>
1980	360	514	874
1989	438	626	1,064

HOUSING COST VERSUS ABILITY TO AFFORD HOUSING (OVERPAYMENT)

As previously mentioned on Page 42 of this document, most farmworkers have annual incomes between \$10,000 and \$13,000 per year. These households, therefore, are categorized as very low income, particularly if the family unit consists of four or more members. The rents in Brawley for a two bedroom house or apartment range from approximately \$300 to \$500 per month, whereas the typical low income family can only afford to pay \$200 to \$250 per month for rent. Therefore, the low income farmworker families in Brawley must usually obtain Section 8 rent subsidy assistance in order to rent a suitable housing unit. In addition, there has been an insufficient number of new apartment units constructed in Brawley over the last five years in order to satisfy the demand. This situation has inflated rents somewhat in Brawley because the demand for housing is greater than the supply.

The tables below depict the number of lower income rental and owner households that were overpaying for housing in 1980 and the projected numbers of rental and owner households that are overpaying for housing in 1989. Overpayment is defined as paying 25% or more of income for rent or a house payment. The data show that in 1980, almost three and one-half times as many rental households were overpaying as compared to owner households. This indicates a definite need in Brawley for more affordable rental housing and for more Section 8 rent subsidy assistance.

NUMBER OF LOWER INCOME RENTAL HOUSEHOLDS
OVERPAYING FOR HOUSING

<u>Annual Household Income</u>	<u>1980</u> <u>Households</u>	<u>1989</u> <u>Households</u>
\$ 0 - \$ 4,999	359	433
\$ 5,000 - \$ 9,999	349	427
\$10,000 - \$14,999	117	142
\$15,000 - \$19,999	<u>48</u>	<u>57</u>
Total	873	1,059

However, it can be anticipated that the number of female-headed households, as a percentage of the total households, will continue to increase in 1990 and beyond, with Brawley following the national and state trends in this area. The actual percentage increase from 1980 to 1990 for the various household types will not be known until official 1990 census data becomes available.

HOUSEHOLD TENURE (OWNERS AND RENTERS) (HISTORICAL AND PROJECTED)

The 1980 Federal Census data provides information on owner-occupied housing units and renter-occupied housing units. The following tabular listing is for single-family housing units in the City of Brawley:

OWNERS AND RENTERS SINGLE FAMILY HOUSING 1980 Census* and 1989 Estimate

	<u>Owner Occupied</u>	<u>Renter Occupied</u>	<u>TOTAL</u>
1980	2,334	1,083	3,417
1989	2,614	1,208	3,822

* Excludes Brawley County Water District area as this area was not annexed until 1982.

OVERCROWDED HOUSEHOLDS

Overcrowding occurs at a much higher rate in Brawley than in other parts of the State and the United States. This is due, in large part, to the high numbers of low income, Hispanic, farmworker families who have large numbers of children. Due to their low incomes, these large families are often forced to live in two bedroom housing units because the rents charged for three bedroom or four bedroom apartments or houses are prohibitively high in Brawley. The tabular data listed below is from the 1980 Census and includes occupied units with complete plumbing systems and with more than one person per room. This data is projected for 1989 using the same percentages as in the 1980 census data.

OVERCROWDED HOUSEHOLDS (By Ethnic Group)

<u>Ethnic Group</u>	<u>1980</u> <u>Overcrowded Units</u>	<u>1989</u> <u>Overcrowded Units</u>
Caucasian	206	250
Black	18	23
Hispanic	626	769
Total	850	1,042

Therefore, over 57% of the housing units in Brawley were over 20 years old in 1980. Homes which are more than 20 years old generally require some rehabilitation and maintenance (new roof, etc.). The 2,837 units are now at least 30 years old. These figures indicate that most of the housing stock in Brawley is quite old, and therefore conservation of housing and rehabilitation is extremely important. The table below indicates the number of housing units built before 1960 and the number of rental occupied units and owner occupied units. This information is from 1980 census data.

AGE OF HOUSING STRUCTURES
FOR YEAR-ROUND UNITS

<u>Year Built</u>	<u>Total Occupied</u>	<u>Renter Occupied</u>	<u>Owner Occupied</u>
1939 & Earlier	760	384	376
1940-1949	771	448	323
1950-1959	1,145	482	663

SUMMARY OF HOUSEHOLD CHARACTERISTICS SECTION

This section has provided information on the household characteristics that are unique to the City of Brawley. The City of Brawley, as previously stated, has a much larger Hispanic population than the State average or National average. This fact, in turn, results in the City having a larger percentage of overcrowded, low-income households than other areas of the State. The quantified objectives for future housing need and existing housing need, therefore, attempt to ensure that the unique housing problems of Brawley are adequately addressed during the five-year planning period.

NUMBER OF LOWER INCOME OWNER HOUSEHOLDS
OVERPAYING FOR HOUSING

<u>Annual Household Income</u>	<u>1980 Households</u>	<u>1989 Households</u>
\$ 0 - \$ 4,999	105	125
\$ 5,000 - \$ 9,999	91	114
\$10,000 - \$14,999	38	46
\$15,000 - \$19,999	<u>28</u>	<u>34</u>
Total	262	319

The quantified objectives for new construction contained on Page 23 of this document include 600 new housing units for very low income households. Many of these units are anticipated to be constructed as assisted housing units by the Imperial Valley Housing Authority. Also, the existing housing need goals contained on Page 27 show the Section 8 unit allocation being increased from 213 total units in 1989, to 600 total units by June 30, 1994. This will help to alleviate the housing problem for an additional 387 low income families, thereby allowing these families to be able to afford suitable housing units.

HOUSING STOCK CONDITION

The City's Housing Rehabilitation Manager estimated in 1983 that there were 1,072 housing units in Brawley in need of either major or minor rehabilitation. This estimate was based on windshield survey results. The City Building Inspector estimated in 1985 that there are an additional 150 housing units located throughout the City which are in such a state of disrepair and deterioration that they should be demolished and completely replaced. Many of these substandard units lack foundations and complete plumbing systems.

The City has lost 64 housing units to demolition in the period January 1980 through September 1985. During this same period, 100 housing units were completely or partially rehabilitated by the CDBG Housing Rehab Program. It is estimated that an additional 50 units were rehabilitated with private funds during the same period. At the rate of rehabilitation of 25 units per year, it will take many years to completely upgrade Brawley's existing stock of substandard housing. Simultaneously, at the present rate of 12 demolitions per year, within 20 years, the present stock of nonrehabilitative dwellings will be completely eliminated.

According to 1980 census data, there were 2,837 housing units in Brawley which were constructed before 1960. The age of the housing stock is an important indicator of housing stock condition. The total housing units in Brawley, in 1980, was 4,946 units.

CITY OF BRAWLEY

1990 HOUSING ELEMENT

GENERAL PLAN CONSISTENCY

An analysis of the above-listed goals, objectives, and policies of the Land Use Element clearly show that the Land Use Element promotes the construction of new affordable housing units of various types, for all income levels. The Land Use Element also promotes the efficient use of land thereby ensuring the maximum utilization of existing city infrastructure facilities such as streets, water and sewer mains, etc.

CONSISTENCY WITH ZONING ORDINANCE

The Zoning Ordinance, which includes a text and map, implements the General Plan Land Use Element and is consistent with the General Plan Land Use Element. The Zoning Ordinance allows residential densities for all housing types which support and implement the quantified objectives contained in the Housing Element. The inventory of adequate and suitable housing sites contained on Page 54 of this document compiles a listing of available properties and potential numbers of new units based on the zoning classification.

SUMMARY OF GENERAL PLAN CONSISTENCY SECTION

The City of Brawley adopted a revised General Plan on June 19, 1989. Since the revised General Plan Land Use and Circulation Elements were adopted prior to the revised Housing Element, the City staff anticipated the housing needs of the City when developing the revised Land Use and Circulation Elements. The goals, objectives, and policies of the Land Use Element therefore directly support the identified needs in the revised Housing Element.

CITY OF BRAWLEY
1990 HOUSING ELEMENT
GENERAL PLAN CONSISTENCY

Introduction

Section 65583(c) of the State Planning Law requires that the Housing Element describe "... the means by which consistency will be achieved with other General Plan Elements and community goals." This section of the Housing Element will comply with the state law requirements by outlining the methods used by the City to ensure General Plan consistency. The Housing Element is one of the seven mandatory General Plan elements, and it must, therefore, be developed in conjunction with the other General Plan elements.

CONSISTENCY WITH GENERAL PLAN LAND USE ELEMENT

The General Plan Land Use Element contains specific goals, objectives, and policies which are consistent with the goals, policies and quantified objectives of the Housing Element. The adopted Land Use Element contains the following goals, objectives, and policies which encourage and support the production of affordable housing:

Goal

Encourage new residential development and the construction of a variety of housing types to meet the needs of existing and future Brawley residents.

Objectives

- 1) Achieve a mix of housing types and range of prices/rents in each planning area and neighborhood.
- 2) Ensure that sufficient land is available to meet future housing needs.

Policies

- 1) ~~Promote~~ residential developments of all types through appropriate zoning policies.
- 2) Maintain a minimum five-year reserve of vacant residential land through the annexation process.
- 3) Use the site plan review process to ensure the most efficient use of residential land.

CITY OF BRAWLEY
1990 HOUSING ELEMENT
ENERGY CONSERVATION OPPORTUNITIES AND TECHNIQUES

Introduction

Section 65583(a)(7) of the State Planning Law requires the City to include an analysis of opportunities for energy conservation with respect to residential dwelling units in its Housing Element. Energy conservation is in the interest of the City, State, and Federal Governments. By conserving energy, particularly electricity, the nation will become less dependent on foreign oil sources. The City of Brawley, through the building inspector, enforces the state energy conservation requirements for residential structures. When builders submit residential building plans for plan checking, the building inspector reviews the energy calculations to ensure compliance with State Law. In addition, when site plans are submitted to the Planning Commission for approval, building elevation plans and landscaping plans are often reviewed and approved in a manner which requires decreases in the amount of sun exposure to window areas. This is accomplished by appropriate building orientation and by shading of window areas which are exposed to the sun.

RESIDENTIAL STRUCTURES
ENERGY CONSERVATION OPPORTUNITIES AND TECHNIQUES

1. Use of construction materials such as dual thermo-pane windows, R-30 insulation, and solid core exterior doors which prevent excessive heat transfer from exterior areas to interior areas of residential units.
2. Use of heat pump air conditioning and heating units with adequate capacity for the unit being served.
3. Use of trees, shrubs, and vines in such a manner as to shade window areas of dwelling units and use of grass and other ground cover which will reflect heat and not absorb heat.
4. Orientation of residential structures to minimize exposure of window areas to sunlight during the summer months.
5. Use of solar energy systems to provide needed energy for water heaters and small appliances.
6. Insulation of water heaters to prevent heat loss.

CITY OF BRAWLEY

1990 HOUSING ELEMENT

ENERGY CONSERVATION OPPORTUNITIES AND TECHNIQUES

CITY OF BRAWLEY

1990 HOUSING ELEMENT

IMPACT OF NEW STATE PRISON ON HOUSING

7. Adjustment of heat control on water heaters to minimum heat position when on vacation or out of the house for extended periods of time.
8. Setting of air conditioner thermostat to 80 degrees and above during the summer months.
9. Use of natural gas appliances in homes whenever possible because natural gas is more efficient and less costly than electricity for many applications.
10. Minimize paved surfaces on residential lots in order to reduce heat absorption.
11. Turning off of air conditioning units when on vacation or when out of the home for extended periods.

SUMMARY OF ENERGY CONSERVATION OPPORTUNITIES AND TECHNIQUES

The above-listed techniques can make residences much more energy efficient. The City of Brawley, being located in the Sunbelt, is in a unique position to make full use of solar energy thereby reducing dependence on conventional energy sources.

and upper-income households. It is anticipated that the 400 new apartment units will satisfy the apartment needs for moderate and upper-income households during the planning period, including the housing demand generated by the prison construction.

CITY OF BRAWLEY

1990 HOUSING ELEMENT

IMPACT OF NEW STATE PRISON ON HOUSING

Introduction

The State of California has made the decision to construct a new maximum security prison in the Calipatria area, approximately 12 miles north of Brawley. The new state prison will ultimately employ 1,362 people. The construction and operation of the new prison will create an immediate demand for new housing units.

The official groundbreaking for the new prison was held on February 16, 1990. It is anticipated that the prison will be substantially complete and occupied by the end of March 1991. The prison will ultimately house 4,180 inmates when the prison reaches 190% capacity.

The prison development site area will be approximately 300 acres in size, with an additional 50 acres used as a clear zone surrounding the developed area. A firing range, wastewater treatment facility, and a water supply facility will be located outside the developed area. The remaining undeveloped portions of the site will ultimately remain in agriculture.

ANALYSIS OF IMPACT ON HOUSING IN BRAWLEY

The projected impact of the prison on housing demand in the City of Brawley has been documented in the environmental impact report prepared by Westec Services for the California Department of Corrections (November 1988). According to this report, the prison will ultimately generate a demand for an additional 272 dwelling units in Brawley. These 272 dwelling units will include 163 apartment units and 109 single-family homes. Approximately 37 percent (37%) of the prison employees are unmarried and about 60 percent (60%) rent their residences, according to the prison EIR. The average prison employee salary is \$31,000 annually (1989), which is considerably higher than the Imperial County average. The EIR concludes that, on the average, the prison employees will prefer good quality rental units in urban locations which have a wide selection of amenities and activities. Some of the married employees, especially those with children, will most likely prefer to reside in a single-family home.

The objectives for new housing construction contained on Page 23 of this document include 400 new apartment units for moderate

CITY OF BRAWLEY

1990 HOUSING ELEMENT

REVIEW AND EVALUATION OF THE 1986 HOUSING ELEMENT
APPROPRIATENESS OF GOALS, OBJECTIVES, AND POLICIES
OF THE 1989 ELEMENT

A. CDBG Housing Rehabilitation Program

The 1986 Housing Element contained a quantified objective to rehabilitate a total of 125 homes during the planning period. This objective would require that 25 homes be rehabilitated each year. The actual homes rehabilitated during calendar year 1987, 1988, and 1989 were as follows:

1987	-	29 Homes Rehabilitated
1988	-	20 Homes Rehabilitated
1989	-	8 Homes Rehabilitated

The above figures indicate that an average of 19 homes per year were rehabilitated over the three-year period. This was 76% of the goal for housing rehabilitation for the three-year period (1987, 1988, 1989). These results can be considered good, especially when staffing limitations are taken into account.

B. Farmers Home Administration Assisted Projects (Single Family)

Campeños Unidos, Inc., a non-profit corporation serving the needs of low-income persons, constructs single-family homes under the Self-Help Housing Program financed by the Farmers Home Administration. The 1986 element had an objective to construct 23 single-family homes per year under this program, for a total of 116 units during the planning period. The actual homes completed for the 1987, 1988, and 1989 calendar years were as follows:

FmHA - Single Family:	1987 - 11 Housing Units
	1988 - 23 Housing Units
	1989 - 12 Housing Units

This resulted in an average of approximately 15 homes being constructed each year for the 1987, 1988, 1989 calendar year period. This was approximately 68% of the objective as outlined in the 1986 element for the three-year period.

C. Single-Family Homes Constructed with Conventional Financing on "In-Fill" Lots (For Moderate Income Households)

The single-family homes to be constructed as an objective during the 1986 element planning period, for moderate income households, totaled 231 units. This would average out to an objective of 46 single-family homes per year. The actual homes constructed during the 1987, 1988, and 1989 calendar years were as follows:

Single-Family Homes:	1987 - 28
(Conventional Financing)	1988 - 26
	1989 - 61

CITY OF BRAWLEY

1990 HOUSING ELEMENT

REVIEW AND EVALUATION OF THE 1986 HOUSING ELEMENT APPROPRIATENESS OF GOALS, OBJECTIVES, AND POLICIES OF THE 1989 ELEMENT

Introduction

On December 1, 1986, the Brawley City Council, by Resolution No. 86-36, adopted a revised 1986 housing element. The 1986 Housing Element was reviewed by the State Department of Housing and Community Development and was approved by the State on June 20, 1986. State law requires that the City evaluate the 1986 Housing Element as a part of the 1989 Revised Housing Element. The City must evaluate the 1986 element by a comparison of the actual results of the 1986 element with its goals, objectives, policies and programs. This section evaluates the "effectiveness of the 1986 Element." The City must also evaluate the "progress in implementation" of the 1986 element. This section contains an analysis of the significant differences between what was projected or planned in the 1986 element and what was actually achieved.

The 1989 Revised Housing Element must describe how the goals, objectives, policies, and programs of the revised element incorporate what has been learned from the results of the 1986 element. This section of the 1989 Revised Housing Element will address the above-listed topics.

EFFECTIVENESS OF THE 1986 HOUSING ELEMENT

The 1986 Housing Element projected the new construction and housing rehabilitation needs of the City for a five-year period. Since the 1986 element has only been in effect for approximately three and one-half years (1986-1990), the 1986 element can be evaluated on the basis of the number of new units constructed and/or rehabilitated per year and whether this average construction progress would meet the housing construction goals if sustained until the year 1991. The goals, objectives, policies and programs of the 1986 Housing Element can then be compared against the actual results obtained during the planning period. This will help to determine the appropriateness of the goals, objectives, policies and programs in the 1986 element.

the average, for each year during the planning period. The actual projects completed during the 1987, 1988, and 1989 calendar years were as follows:

1987 - 83 projects
1988 - 67 projects
1989 - 53 projects

The figures outlined above indicate that a total of 203 "Other Rehab" projects were completed during calendar years 1987, 1988, and 1989. This would be an average of 67 projects completed, on the average, for each year. This figure is twice the quantified objective as contained in the 1986 element for the yearly number of projects planned to be completed.

G. Conservation of Housing Units (Including Mobile Homes)

The 1986 Housing Element had a goal to conserve 90 housing units over the planning period through stable zoning, through the implementation of an ordinance which allows mobile homes in single-family (R-1) zoned areas, and through the introduction of a mobile home subdivision zoning district.

The City established a Mobile Home Subdivision Zoning District classification with the passage of Ordinance No. 86-16, which was adopted on January 5, 1987. This zoning district was specifically written to encourage the development of subdivisions designed for mobile homes. The City's Zoning Ordinance has also been revised to allow mobile homes on lots zoned for single-family detached homes (R-1 Zone). Specific requirements must be complied with (permanent foundation, etc.) in order to place a mobile home in an R-1 zone.

The City, on January 5, 1987, established MHS (Mobile Home Subdivision) zoning on approximately 20 acres located in the eastern section of the City on C Street. To date (1990), this property has not been developed as a mobile home subdivision and remains essentially vacant, undeveloped land. On January 5, 1987, the City also adopted a new MHP (Mobile Home Park) Zoning District. The establishment of the MHP Zoning District has stimulated development of a new 58-space mobile home park in southeast Brawley. This project was completed in late 1989. This **project** will service primarily lower-income households and was **financed** through a program of the Farmers Home Administration.

The conservation goal of 90 units per year would dictate that 18 units be conserved per year, on the average, throughout the planning period. With the completion of the new 58-space mobile home park, the City has achieved 65% of the conservation goal to date (1990). It is particularly significant that the new mobile home park was designed and built to serve lower-

As can be seen from the above figures, a total of 115 single-family homes were constructed using conventional financing (includes VA and FHA) during the calendar years of 1987, 1988, and 1989. The objective contained in the 1986 element required that a total of 138 single-family homes be constructed during this three-year period. The actual construction achieved thus totaled approximately 84% of the objective.

D. Multiple Family Apartments (For Low and Very Low Income Households)

The 1986 Housing Element had an objective to construct 110 apartment units for low and very low income households during the planning period. This would require a production rate of 22 units per year for a five-year period. The actual units constructed during the calendar year 1987, 1988, and 1989 period were as follows:

Apartment Units	1987 - 8
(For Low and Very Low Income):	1988 - 51
	1989 - 5

The above figures indicate that an average of approximately 21 units per year were constructed over the three-year period. This was approximately 98% of the quantified objective as outlined in the 1986 element for the three-year period.

E. HUD Assisted Housing for Low and Very Low Income Households

The Imperial Valley Housing Authority is the local agency in the City of Brawley that constructs assisted housing units for low and very low income households. The 1986 Housing Element contained an objective to construct 200 units for lower income households and 50 units for moderate income households during the planning period. The Imperial Valley Housing Authority constructed no assisted housing units during the calendar year 1987, 1988, and 1989 time period. However, a 35-space mobile home park for low and very low income households was constructed by the Imperial Valley Housing Authority in 1989. This project was stimulated, in part, by the adoption of the City's new Mobile Home Park Zoning District in 1987.

F. Rehabilitation of Existing Residential Units (Other than CDBG Funds)

The 1986 Housing Element established a quantified objective of 165 "Other Rehab" projects to be accomplished during the five-year planning period. This category includes additions, expansions, and renovations to existing residences. This objective would require that 33 projects be completed, on

very appropriate in 1986, and they continue to be very appropriate for Brawley. These programs, however, have been in the past, and continue to be, dependent on adequate funding from the Federal Government. The funding limitations have, over the last several years, constrained the number of households who can be served by these programs.

PROGRESS IN IMPLEMENTATION OF THE 1986 HOUSING ELEMENT

The progress in implementation for the 1986 Housing Element can be measured quantitatively over the last three calendar years (1987, 1988, and 1989). Specific housing goals, objectives, programs, and policies can be analyzed to determine the actual success in implementation. The City has generally been very successful in implementing the goals, objectives, policies, and programs of the 1986 Housing Element. However, in specific program areas, the City has failed to meet the quantified objectives. These deficiencies are outlined below:

CDBG Housing Rehabilitation Program:

This program has an objective to rehabilitate an average of 25 homes per year. For calendar years 1987, 1988, and 1989, an average of 19 houses per year were rehabilitated. The City, therefore, did not quite meet its quantified objective one hundred percent for this program. During calendar year 1989, eight houses were rehabilitated. This production rate was affected by a turnover of personnel in the Department of Economic and Community Development and by a freeze that the State placed on the City's CDBG funds. The City's CDBG funds were frozen because of an audit deficiency. These deficiencies have since been removed, and the number of homes expected to be rehabilitated in 1990 should meet or exceed the 25 projects projected to be accomplished by the 1986 Housing Element.

Farmers Home Administration Assisted Projects (Single Family)

This program had an objective of 23 single-family homes per year in the 1986 Housing Element. The actual construction results for calendar years 1987, 1988, and 1989 averaged out to approximately 15 homes per year. This program is very susceptible to funding level fluctuations of the Federal Government. The funding levels may be insufficient at the present time to fully comply with this objective. In addition, the ability of Campesinos Unidos, Inc., to locate suitable building sites at reasonable prices has also had an effect on the FmHA Self-Help Housing Program. Campesinos Unidos is, at the present time (1990), negotiating to purchase a 40-acre parcel in North Central Brawley. If Campesinos Unidos, Inc., can acquire this property, it will enable another 200 homes to be constructed.

income households, which demonstrates the viability of mobile homes as a housing alternative to site-built housing, especially when housing cost is the determining factor.

This section on the "effectiveness of the 1986 Housing Element" demonstrates that the goals, objectives, policies and programs contained in the 1986 Housing Element were "on target" to stimulate the production of new housing and the conservation of existing housing. The City undertook positive steps in 1986 and 1987 to encourage the production and supply of more affordable housing, particularly for the lower-income households. Among these steps were the following, which removed some potential governmental constraints:

1. Adoption (in 1987) of a new mobile home park and a new mobile home subdivision zoning district. This action stimulated the construction of a new 58-space mobile home park, which was built by a private developer, and the construction of a new 35-space mobile home park, which was constructed by the Imperial Valley Housing Authority. Both of these mobile home parks will serve lower income households.
2. Adoption (in 1987) of a new planned unit development zoning district. This new zoning district was written to stimulate production of more affordable housing by encouraging innovative design techniques (smaller lots, clustered housing, etc.).
3. The creation (in 1988) of a new department named the Department of Economic and Community Development. This new department combined planning, building inspection, housing rehabilitation, and economic development activities under one roof and also established a streamlined permit process for developers, which resulted in more efficient processing of development project applications.

The housing programs contained in the 1986 element have been very successful in providing low income housing and in renovating existing housing. The City's CDBG Housing Rehabilitation Program is, and continues to be, an important tool for elimination of existing substandard housing.

The Self-Help Housing Program, administered by Campesinos Unidos, Inc., and financed by FmHA, also continues to be a very valuable program to provide new low-cost housing for lower-income households.

The Section 8 Rent Subsidy Assistance Program, administered by the Imperial Valley Housing Authority, has been, and will continue in the future, to help lower-income families afford suitable housing. It must be noted that all of the above programs, as outlined in the 1986 element, were

committed to use the required 20% tax increment set-aside funds for the purposes outlined in State law for low-income housing.

The City has added a goal in the 1989 Revised Housing Element to insure timely audits of CDBG programs in the future in order to comply with State and Federal requirements. This will prevent the City's CDBG funds from being frozen in the future.

SUMMARY OF REVIEW AND EVALUATION OF THE 1986 HOUSING ELEMENT--
APPROPRIATENESS OF GOALS, OBJECTIVES, AND POLICIES OF THE 1989
ELEMENT

It is evident from the results of the 1986 Housing Element that during calendar years 1987, 1988, and 1989 the City did not fully meet its objectives for construction and rehabilitation of housing for lower-income persons. The City has taken positive steps to insure that these deficiencies are addressed in the 1989 Revised Housing Element as outlined above. The use of Redevelopment Agency set-aside funds is particularly significant in this regard and should increase the production rate for lower income housing.

HUD Assisted Housing for Low and Very Low Income

This category of housing includes assisted housing units which are constructed to serve low and very low income households. The primary agency which constructs this type of housing is the Imperial Valley Housing Authority. The City did not meet its objective for housing construction in this category for fiscal years 1987, 1988, and 1989. This objective required that 40 units per year be constructed for lower-income households. The Imperial Valley Housing Authority did not construct any assisted housing units in Brawley during calendar years 1987, 1988, and 1989. This was due to the inability of the Imperial Valley Housing Authority to secure funding from HUD for new low-income projects. However, the Imperial Valley Housing Authority did apply for HUD funding each year over the last several years. As previously mentioned, the Imperial Valley Housing Authority did construct a 35-space mobile home park in 1989 which will serve lower-income households. This project was constructed with City CDBG funds. The Imperial Valley Housing Authority is, at the present time, in the process of applying for state funds under Proposition 84 to construct a single-family detached low-income housing project that will contain 48 homes when, and if, it is funded. These homes will be rental units and will service low and very low income households.

APPROPRIATENESS OF GOALS, OBJECTIVES, PROGRAMS, AND POLICIES FOR THE 1989 ELEMENT

The 1989 Revised Housing Element contains quantified objectives to help the City meet the projected demand for new housing which will be encountered over the next five years. The City is projected to absorb a substantial number of new residents by June 30, 1994, and the quantified objectives for new housing construction, when implemented, will meet the projected need. The City's objective to increase the HUD Section 8 unit allocations will require that the City fully support the Imperial Valley Housing Authority's application for increased HUD Section 8 funding. In addition, the City also has a program objective to fully assist the Imperial Valley Housing Authority in its application for increased HUD funding for construction of new assisted housing units. With the full support of the City, the Imperial Valley Housing Authority should have a better chance of obtaining HUD funding in the future than it had during the period covered by the 1986 Housing Element.

The housing goal contained in the 1989 element to "Utilize the Financial Resources of the Community Redevelopment Agency to Assist Developers who Desire to Construct New Low-Income Housing Units" will also help to implement the quantified objectives for construction of low and very low income housing. The City is fully

CITY OF BRAWLEY

1990 HOUSING ELEMENT

MANUFACTURED HOUSING (MOBILE HOMES)

Introduction

This section discusses manufactured housing (mobile homes) as a housing alternative in the City of Brawley. Manufactured homes are very important in that they provide suitable, alternative housing for lower income families who would not be able to afford the cost of a conventional site-built house. Mobile homes and manufactured housing constructed since 1975 must comply with building codes relating to structure and electrical and plumbing systems, according to state and federal (HUD) regulations. The mobile homes and manufactured housing currently being constructed provide essentially the same safety features and livability as a site-built house. The 1989 Housing Element, on Page 23, projects a need for 230 new manufactured homes in the City by June 30, 1994. Of these 230 units, 180 are designated as being needed for low to moderate income families. Since manufactured housing is projected to be needed in Brawley during the five-year planning period, adequate sites must be made available for mobile homes and manufactured housing. Potential mobile home development sites are identified on Page 58 of this document.

ACCESSIBLE SITES FOR MANUFACTURED HOUSING (MOBILE HOMES)

As stated above, in order for the City to meet the quantified objective for manufactured housing as contained on Page 23 of this document, adequate sites in residential areas must be available. State law, specifically Section 65852.3 of the Government Code, states that the City must allow mobile homes (manufactured housing) to be placed on a foundation system on lots zoned for single-family residential dwellings (R-1 Zone) if the unit is certified under the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C, Section 5401, et. seq.). The City of Brawley has fully complied with state law requirements relating to the placement of manufactured housing (mobile homes) on lots zoned for single-family residences (R-1 Single-Family Residential Zoning District). Section 27.235 of the Brawley Zoning Ordinance states that mobile homes (manufactured housing) may be placed on lots zoned for single-family dwellings. This section requires that the mobile home be placed on a permanent foundation system. Therefore, any of the potential development sites for single-family housing, as identified beginning on Page 54 of this document, would be suitable for placement of manufactured housing units.

CITY OF BRAWLEY

1990 HOUSING ELEMENT

MANUFACTURED HOUSING (MOBILE HOMES)

CITY OF BRAWLEY

1990 HOUSING ELEMENT

EQUAL HOUSING OPPORTUNITY

CITY OF BRAWLEY

1990 HOUSING ELEMENT

EQUAL HOUSING OPPORTUNITY

Introduction

The City is required by Section 65583 of the Government Code to include a program in the Housing Element to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color. This portion of the Housing Element will outline the City's Equal Housing Opportunity Program and describe the implementation procedure for the program. It should also be noted that the revised Housing Element contains a policy which states, "All citizens shall have equal access to the housing programs of the City, without regard to race, color, creed, sex, religion, marital status, or national origin."

PERTINENT CITY ORDINANCE

The City of Brawley's Equal Housing Opportunity Program is contained in Ordinance No. 742, which was adopted on November 3, 1980. The text of this ordinance is contained in the 1989 revised Housing Element and is a part of the 1989 revised Housing Element. Section 1 of Ordinance No. 742 makes the following policy statement, "It is hereby declared to be the policy of the City of Brawley in the exercise of its police power for the public health, public safety, and general welfare, to assure equal opportunity to all persons to live in decent housing facilities, regardless of race, color, religion, sex, or national origin and, to that end, to prohibit discrimination in housing by any persons." Under the provisions of Section 5 of Ordinance No. 742, any person aggrieved by an unlawful practice of housing discrimination may file a complaint with the City Manager. The ordinance requires the City Manager, or his duly authorized representative, to investigate each complaint and to attempt to resolve each complaint. The ordinance further states, "Failure to achieve a resolution acceptable to both parties and compliance with this ordinance shall cause the City Manager to forward the complaint and his findings to appropriate state and federal officials."

OTHER EQUAL OPPORTUNITY HOUSING IMPLEMENTING PROCEDURES

In addition to enforcing the provisions of Ordinance No. 742, the City has developed a brochure available in both English and Spanish which is made available to the general public entitled, "Fair Housing in the City of Brawley." This brochure outlines the City's policies regarding housing discrimination and also mentions the two federal laws which deal with housing discrimination: the Civil Rights Act of 1866 and the 1968 Fair Housing Law. A copy of the contents of this brochure are included in the revised Housing Element. The City has sent copies of this brochure to all local real estate brokers requesting that they make the brochure available to their clients. The City has published its policy on equal housing opportunity and non-discrimination in housing opportunities in the Brawley News, a newspaper of general circulation in the City of Brawley. The City has also made copies of the Fair Housing brochure available to the Brawley Chamber of Commerce and to the Imperial Valley Housing Authority. The Fair Housing brochure is also posted in City Hall and in the Brawley Public Library. Potential developers of housing in the City of Brawley are made aware of the City's non-discrimination in housing policy when they submit housing development projects to the City's Department of Economic and Community Development.

CONTENTS OF CITY ORDINANCE NO. 742

The text of Ordinance No. 742 relating to non-discrimination in housing, provides as follows:

THE CITY COUNCIL OF THE CITY OF BRAWLEY, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

Section 1. DECLARATION OF POLICY

It is hereby declared to be the policy of the City of Brawley in the exercise of its police power for the public safety, public health, and general welfare to assure equal opportunity to all persons to live in decent housing facilities regardless of race, color, religion, sex or national origin and, to that end, to prohibit discrimination in housing by any persons.

Section 2. DEFINITIONS

When used herein:

- 1) "Real Property" includes buildings, structures, lands, tenements, leaseholds, cooperatives, and condominiums.

- 2) "Discrimination" or "discriminatory housing practice" means any difference in treatment based upon race, color, religion, sex, or national origin; or any act that is unlawful under this ordinance.
- 3) "Person" includes individuals, children, firms, associations, joint ventures, partnerships, estates, trusts, business trusts, syndicates, fiduciaries, corporations and all other groups or combinations.
- 4) "Owner" includes a lessee, sublessee, co-tenant, assignee, managing agent or other person having the right of ownership or possession, or the right to sell, rent, or lease any housing accommodation.
- 5) "Financial Institution" includes any person, as defined herein, engaged in the business of lending money or guaranteeing losses.
- 6) "Real Estate Broker" or "Real Estate Salesman" includes any individual, qualified by law, who, for a fee, commission, salary or for other valuable consideration, or who with the intention or expectation of receiving or collecting same, lists, sells, purchases, rents, or leases any housing accommodations, including options thereupon, or who negotiates or attempts to negotiate a loan, secured by a mortgage or other encumbrance, upon transfer of any housing accommodation; or who is engaged in the business of charging an advance fee or contracting for collection of a fee in connection with a contract whereby he undertakes to promote the sale, purchase, rental, or lease of any housing accommodation through its listing in a publication issued primarily for such purpose; or an individual employed by or acting on behalf of any of these.
- 7) "Housing Accommodation" or "Dwelling" means any building, mobile home or trailer, structure, or portion thereof, which is occupied as, or designed, or intended for occupancy, as a residence by one or more families, and any vacant land which is offered for sale or lease for the construction or location thereon of any such building, ~~mobile~~ home or trailer, structure, or portion thereof or any real property, as defined herein, used or intended to be used for any of the purposes set forth in this subsection.
- 8) "Mortgage Loan Broker" means an individual who is engaged in or who performs the business of "Mortgage Broker" or services of a mortgage loan broker as the same are defined by the laws of California.

- 9) "Open Market" means the market which is informed of the availability for sale, purchase, rental or lease of any housing accommodation, whether informed through a real estate broker or by advertising by publication, signs, or by any other advertising methods directed to the public or any portion thereof, indicating that the property is available for sale, purchase, rental, or lease.

Section 3. UNLAWFUL PRACTICES

In connection with any of the transactions set forth in this section which affect any housing accommodation on the open market, or in connection with any public sale, purchase, rental or lease of any housing accommodation, it shall be unlawful within the City of Brawley for a person, owner, financial institution, real estate broker or real estate salesman, or any representative of the above to:

- 1) Refuse to sell, purchase, rent or lease, or deny to or withhold any housing accommodation from a person because of his race, color, religion, ancestry, national origin, sex or place of birth; or
- 2) To discriminate against a person in the terms, conditions, or privileges of the sale, purchase, rental or lease of any housing accommodation, or in the furnishing of facilities or services in connection therewith; or
- 3) To refuse to receive or transmit a bona fide offer to sell, purchase, rent or lease any housing accommodation from or to a person because of his race, color, religion, ancestry, national origin, sex or place of birth; or
- 4) To refuse to negotiate for the sale, purchase, rental or lease of any housing accommodation to a person because of his race, color, religion, ancestry, national origin, sex or place of birth; or
- 5) To represent to a person that any housing accommodation is not available for inspection, sale, purchase, rental or lease when in fact it is so available, or to refuse to **pernit** a person to inspect any housing accommodation, **because** of his race, color, religion, or national origin, **sex** or place of birth; or
- 6) To make, publish, print, circulate, post or mail, or cause to be made, published, printed, circulated, posted or mailed, any notice, statement or advertisement, or to announce a policy or to sign or to use a form of application for the sale, purchase, rental, lease or financing of any housing accommodate, or to make a record

of inquiry in connection with the prospective sale, purchase, rental, lease or financing of any housing accommodation, or to make a record of inquiry in connection with the prospective sale, purchase, rental, lease or financing of any housing accommodation, which indicates any discrimination or any intent to make a discrimination.

- 7) To offer, solicit, accept or use a listing of any housing accommodation for sale, purchase, rental or lease with the understanding that a person may be subjected to discrimination in connection with such sale, purchase, rental or lease, or in the furnishing of facilities or services in connection therewith; or
- 8) To induce directly or indirectly, or attempt to induce directly or indirectly, the sale, purchase, rental or lease, or the listing for any of the above, of any housing accommodation by representing that the presence or anticipated presence of persons of any particular race, color, religion, sex or national origin or place of birth in the area to be affected by such sale, purchase, rental or lease will or may result in either:
 - a) The lowering of property values in the area;
 - b) An increase in criminal or antisocial behavior in the area; or
 - c) A decline in the quality of schools serving the area.
- 9) To make any misrepresentations concerning the listing for sale, purchase, rental or lease, or the anticipated listing for any of the above, or the sale, purchase, rental or lease of any housing accommodation in any area in the City of Brawley for the purpose of including or attempting to induce any such listing or any of the above transactions; or
- 10) To engage in, or hire to be done, or to conspire with others to commit acts or activities of any nature, the purpose of which is to coerce, cause panic, incite unrest or create or play upon fear, with the purpose of either discouraging or inducing, or attempting to induce, the sale, purchase, rental or lease, or the listing for any of the above, of any housing accommodation; or
- 11) To retaliate or discriminate in any manner against a person because he has opposed a practice declared unlawful by this article, or because he has filed a complaint, testified, assisted or participated in any manner in any investigation, proceeding, hearing or conference under this ordinance; or

- 12) To aid, abet, incite, compel, or coerce any person to engage in any of the practices prohibited by this ordinance; or to obstruct or prevent any person from complying with the provisions of this ordinance; or any other issued thereunder; or
- 13) By canvassing, to commit any unlawful practices prohibited by this ordinance; or
- 14) Otherwise to deny to, or withhold any housing accommodation from a person because of his race, color, religion, ancestry, national origin, sex or place of birth; or
- 15) For any bank, building and loan association, insurance company or other corporation, association, firm or enterprise whose business consists in whole or in part, in the making of commercial real estate loans, to deny a loan or other financial assistance to a person applying therefore for the purpose of purchasing, constructing, improving, repairing or maintaining a dwelling, or to discriminate against him in the fixing of the amount, interest rate, duration, or other terms or conditions of such loans or other financial assistance, because of the race, color, religion, sex, or national origin of such person or of any person associated with him in connection with such loan or other financial assistance or the purposes of such loan or other financial assistance or of the present or prospective owners, lessees, tenants, or occupants of the dwelling or dwellings in relation to which such loan or other financial assistance is to be made or given; or
- 16) To deny any qualified person access to or membership or participation in any multiple-listing service, real estate brokers' organization, or other service, organization, or facility relating to the business of selling or renting dwellings, or to discriminate against him in their terms or conditions of such access, membership, or participation, on account of race, color, religion, sex or national origin.

Section 4. EXEMPTIONS

This ordinance shall not apply to:

- 1) A religious organization, association, or society or any non-profit institution or organization operating, supervised, or controlled by or in conjunction with a religious organization, association, or society, which limits the sale, rental, or commercial purpose to persons

of the same religion, or which gives preference to such persons, unless membership in such a religion is restricted on account of race, color, sex or national origin.

- 2) A private club not in fact open to the public, which as an incident to its primary purpose or purposes, provides lodgings which it owns or operates for other than a commercial purpose, and which limits the rental or occupancy of such lodgings to its members or gives preference to its members.
- 3) Any single-family house sold or rented by an owner; Provided, that such private individual owner does not own more than three such single-family houses at any one time; Provided further, that in the case of the sale of any such single-family house by a private individual owner not residing in such house at the time of such sale or who was not the most recent resident of such house prior to such sale, the exemption granted by this subsection shall apply only with respect to one such sale within any twenty-four month period; Provided further that such bona fide private individual owner does not own any interest in, nor is there owned or served on his behalf, under any express or voluntary agreement, title to or any right to all or a portion of the proceeds from the sale or rental of, more than three such single-family houses at any one time; Provided further, the sale or rental of any such single-family house shall be excepted from the application of this ordinance only if such house is sold or rented:
 - a) Without the use in any manner of the sales or rental facilities or the sales or rental services of any real estate broker, agent, or salesman, or of such facilities or services of any person in the business of selling or renting dwellings, or of any employee or agent of any such broker, agent, salesman, or person, and
 - b) Without the publication, posting, or mailing, after notice, of any advertisement or written notice in violation of the provisions of 42 United States Code Section 3604(c) or of Section 3 of this ordinance; but nothing in this provision shall prohibit the use of attorneys, escrow agents, abstractors, title companies, and other such professional assistance as necessary to perfect or transfer the title; or
- 4) Rooms or units in dwellings containing living quarters occupied or intended to be occupied by no more than four families living independently of each other, if the owner

actually maintains and occupies one of such living quarters as his residence.

Section 5. PROCEDURE

Any person aggrieved by an unlawful practice prohibited by this ordinance may file a complaint with the City Manager within thirty (30) days after the aggrieved person becomes aware of the alleged unlawful practice and in no event more than sixty (60) days after the alleged unlawful practice occurred. The City Manager or his duly authorized representative shall investigate each complaint and attempt to resolve each complaint. Failure to achieve a resolution acceptable to both parties and compliance with this ordinance shall cause the City Manager to forward the complaint and his findings to appropriate state and federal officials.

Section 6. OTHER REMEDIES

Nothing herein contained shall prevent any person from exercising any right or seeking any remedy to which he might otherwise be entitled or from filing his complaint with any appropriate governmental agency.

Section 7. PENALTIES

The violation of any provision of this ordinance shall constitute a misdemeanor and shall be punishable by imprisonment up to six (6) months and/or a five hundred dollar (\$500) fine.

Section 8. SEVERABILITY OF INVALID PROVISIONS

In case any one or more of the sections, subsections, clauses, or provisions of this ordinance, or the application of such sections, subsections, clauses or provisions to any situations, circumstances, or person, shall for any reason held to be unconstitutional or invalid, such unconstitutionality or invalidity shall not affect any other sections or provisions of this ordinance or the application of such sections, subsections, clauses or provisions to any other situation, circumstance or person, and it is intended that this ordinance shall be constructed and applied as if such section or provision so held unconstitutional or invalid had not been included in this ordinance.

Section 9. EFFECTIVE DATE

A copy of this ordinance shall be published one time within fifteen (15) days after its passage in the Brawley News, a newspaper of general circulation, published in Imperial County and circulated in the City of Brawley, and this ordinance

shall take effect thirty (30) days after its adoption.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Brawley on the 3rd day of November, 1980.

Signed: Pat Williams, Mayor

ATTEST:

Adyne C. Benedict, City Clerk

CONTENTS OF FAIR HOUSING BROCHURE

The text of the City's Fair Housing brochure provides as follows:

There are two major federal laws dealing with discrimination in housing in the United States:

1. The Civil Rights Act of 1866, and as amended in 1968
2. The 1968 Fair Housing Law

Also

City of Brawley Ordinance 742 prohibits discrimination in housing by any person.

Acts prohibited by the Fair Housing Law, if they are based on race, color, religion, sex, or national origin are:

- * Refusing to sell or rent to, deal or negotiate with any person.
- * Discriminating in terms or conditions for buying or renting.
- * Denying that housing is available for inspection, sale or rent, when it really is available.
- * **Blockbusting**
- * Denying or making different terms or conditions for home loans by lending institutions.
- * Denying to anyone the use or participation in any real estate service.

Any person aggrieved by an unlawful practice prohibited by

this ordinance may file a complaint with the City Manager within 30 days after the aggrieved person becomes aware of the alleged unlawful practice. The City Manager or his duly authorized representative shall investigate each complaint and attempt to resolve each complaint.

Failure to achieve a resolution acceptable to both parties and compliance with this ordinance shall cause the City Manager to forward the complaint and his findings to appropriate state and federal officials.

Violation of Ordinance 742 constitutes a misdemeanor.

LOCAL

A copy of Ordinance 742 or additional information and help may be obtained by contacting:

Director
Department of Economic and Community Development
City of Brawley
400 Main Street
Brawley, CA 92227

(619) 344-8622

STATE

California Fair Employment and Housing Department
(213) 620-3109

FEDERAL

U.S. Department of Housing and Urban Development
Discrimination Hotline (toll free)
1-800-424-8590

CITY OF BRAWLEY

PUBLIC NOTICE

NONDISCRIMINATION POLICY FOR HOUSING IN THE CITY OF BRAWLEY

The City Council of the City of Brawley, California, adopted Ordinance No. 742 on November 3, 1980. Section 1 of Ordinance No. 742 states as follows:

"It is hereby declared to be the policy of the City of Brawley, in the exercise of its police power for the public health, public safety, and general welfare, to assure equal opportunity to all persons to live in decent housing facilities regardless of race, color, religion, sex, or national origin."

Ordinance No. 742 further states:

"Any person who feels aggrieved by an unlawful practice of housing discrimination may file a complaint with the City Manager within thirty (30) days after the aggrieved person becomes aware of the alleged unlawful practice and in no event more than sixty (60) days after the alleged unlawful practice occurred."

Any person desiring to file a complaint may telephone City Hall, (619) 344-1550, or may file the complaint in writing at 400 Main Street, Brawley, California. Copies of Ordinance No. 742 may be obtained from the City Clerk, 400 Main Street, Brawley, California.

Published March 9, 1990
in the Brawley News

Janet P. Smith
City Clerk

PUBLIC PARTICIPATION
IN THE DEVELOPMENT OF
1990 GENERAL PLAN HOUSING ELEMENT

PUBLIC PARTICIPATION
IN THE DEVELOPMENT OF
1990 GENERAL PLAN HOUSING ELEMENT

The City of Brawley has made every reasonable effort to obtain public comment and participation in the development of the 1989 General Plan Housing Element. Public comments were solicited through the newspaper. The City staff personally contacted the Imperial Valley Housing Authority, the Salvation Army, and other groups and agencies concerned with the provision of permanent housing and temporary shelter. These groups were asked for their comments regarding the housing needs in the City.

On April 19, 1989, the City's Planning Commission and the City's Citizen's Advisory Committee on Housing Rehabilitation held a joint workshop on the Housing Element. The public was invited to attend this joint workshop. In addition, the Planning Commission and the City Council held public hearings to solicit public input before adopting the revised General Plan Housing Element. Before adopting the revised General Plan Housing Element, the draft Housing Element was sent to the County of Imperial, the Imperial Valley Housing Authority, and the State Department of Housing and Community Development for review and comment. The City's Department of Economic and Community Development made free copies of the draft Housing Element available to the general public and to interested groups and organizations. In addition, copies of the draft Housing Element were placed in the Brawley Public Library and at City Hall. A notice was printed on the inside cover of the draft Housing Element stating that "comments and suggestions from the public are strongly encouraged."

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
BRAWLEY, CALIFORNIA, FOR THE AMENDMENT TO THE
CITY OF BRAWLEY'S GENERAL PLAN HOUSING ELEMENT
PURSUANT TO CHAPTER 1451, STATUTES OF 1989.

WHEREAS, the General Plan for the City of Brawley was
adopted August 5, 1974, as required by law; and

WHEREAS, the Housing Element was adopted July 2, 1990 and was
subsequently approved by the California Department of Housing and
Community Development; and

WHEREAS, said amendment was reviewed and found to be in
compliance with the housing element law by the Department of
Housing and Community Development on December 11, 1992.

WHEREAS, after due notice of hearing, the City Council
conducted a Public Hearing on January 4, 1993, on said proposed
amendment to the City of Brawley's General Plan Housing Element
Pursuant to Chapter 1451, Statutes of 1989.

NOW, THEREFOR, THE CITY COUNCIL OF THE CITY OF BRAWLEY,
CALIFORNIA, DOES HEREBY RESOLVE, DETERMINE, AND ORDER AS FOLLOWS:

The amendment to the City Of Brawley's General Plan
Housing Element pursuant to chapter 1451, statutes of
1989 is hereby attached to and made a part hereof,
labeled Exhibit "A".

PASSED AND ADOPTED at a regular meeting of the City Council
of the City of Brawley, California, held on the 19th day of
January, 1993.

CITY OF BRAWLEY, CALIFORNIA

Rod Smart, Mayor

ATTEST:

Janet P. Smith, City Clerk

I, Janet P. Smith, City Clerk of the City of Brawley
California, DO HEREBY CERTIFY that the foregoing Resolution 93-02
was passed and adopted by the City Council of the City of
Brawley, California, at a regular meeting held on the 19th day of
January, 1993, and that it was so adopted by the following roll
call vote:

M/S/O: Saikhon, Mendoza
AYES: Hanks, Mendoza, Saikhon, Smart, Smith
NAYES: NONE
ABSTAIN: NONE
ABSENT: NONE

DATED: January 19, 1993

Janet P. Smith, City Clerk

CITY OF BRAWLEY
PRESERVATION OF ASSISTED HOUSING
ANALYSIS AND PROGRAMS

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INTRODUCTION

This report amends the City of Brawley General Plan Housing Element adopted on July 2, 1990 and subsequently determined by the California Department of Housing and Community Development to be in compliance with State law. The purpose of this amendment is to bring the Housing Element into compliance with a recent amendment of housing element law, codified in Government Code Section 65580. Under this law, jurisdictions must evaluate the potential for currently rent restricted low-income housing units to convert to non-low income housing and propose programs to preserve or replace those units.

Consistent with State requirements, this report includes the following parts:

1. An inventory of restricted law income housing projects in the City and the potential for conversion;
2. An analysis of the costs of preserving and/or replacing "at risk";
3. Quantified objectives of the "at risk" units to be preserved;
4. An analysis of the organizational and financial resources available for preserving and/or replacing the units "at risk."
5. Program for preserving the "at risk" units.

Inventory of Units at Risk

This section identifies all of the low income housing units in the City of Brawley that are at risk of converting to non-low income housing use between July 1, 1989 and July 1, 1999. Analysis in this section is divided into five year intervals. In each subsequent five year housing element update, "at risk" analysis will be developed for the ensuing ten year period.

This inventory includes all multi-family rented units assisted under federal, state and/or local programs, redevelopment programs, and local in-lieu fee, inclusionary, density bonus or direct assistance programs. The inventory covers all units that are eligible to change to non-low income housing use due to termination of subsidiary contract, mortgage prepayment, or expiring use restrictions. This inventory was compiled by interviews with City staff, Imperial Valley Coordinated Housing Authority, HUD and review of "Inventory of Federally subsidized Low-Income Rental Units at Risk of Conversion" (California Housing Partnership Corporation), and "The Use of Housing Revenue Bond Proceeds-1990" (California Debt Advisory Commission).

The "at risk" units in Brawley are identified in the inventory in Table 1. These units are in buildings containing both market rate units, and rent-restricted.

Conversion Potential: The likelihood that the "at risk" units will convert to non-low income housing will depend primarily on the availability and attractiveness of incentives encouraging their continued use as low income housing.

Under the Section 8 certificate program, HUD pays owners the difference between what tenants can pay (defined as 30 percent of household income) and what HUD and the local Housing Authority estimate to be Fair Market Rent on the unit. It is anticipated that owners of existing units with Section 8 certificate contracts will be given the option to renew those contracts when they expire.

After the expiration of the ten year time period during which project owners are obligated to keep the units subject to Section 8 contracts, project owners may opt out of the Section 8 program. Although federal law protects renters of federally assisted projects through the establishment of procedures regulating the conversion of those units. These regulations do not apply to the project listed above. The Low Income Housing Preservation and Resident Homeownership Act of 1990 (LIHPHA) does not regulate the loss of Section 8 units or of local restrictions.

Similarly, there are currently no state or local restrictions on the conversion of these units. Government involvement in the preservation of these units for low income housing will therefore depend upon the existence and creation of incentives and other forms of assistance to current and potential owners.

The strongest incentive for an owner to opt out of the Section 8 program upon the expiration of the Section 8 contract period would be the ability to receive higher rents on the open market than through the Section 8 program.

In Brawley median rents compiled in a Rental Housing Survey in May, 1989 were \$337 for a one bedroom, \$450 for a two bedroom and \$645 for a three bedroom unit.

As stated above, under the HUD Section 8 program, participating building owners are entitled to receive HUD Fair Market Rents for their units with Section 8 contracts. On these Units, HUD makes up the difference between 30% of a household's monthly income and the Fair Market Rent. Actual rents paid out on a particular unit can be significantly less. For instance, rents for particular units are based on prevailing neighborhood rents as determined through rent surveys.

In addition to purely monetary considerations affecting the relative attractiveness of participation in the Section 8 program, owner willingness to participate may also be affected by disincentives such as required compliance with administrative procedures, mandatory five year contract periods during which owners are required to stay in the program, and disinclination to rent to Section 8 tenants.

Given the strong rental market in Brawley, the nonmonetary disincentives involved in the Section 8 program and the fact that the "at risk" units are owned by a for-profit entity, it is likely that the owner of the "at risk" units in Brawley will convert their units by opting out of the Section 8 program.

Additionally, although not likely, it is possible that owners will not have the option of renewing their Section 8 contracts. This could occur if the Section 8 program is terminated or if funds are not available for the "at risk" units. If Section 8 contracts are not available, owners will have no incentive not to convert their units.

Spring Apartments had a FmHa loan approved prior to December 21, 1979.

Although these units have the potential to be converted to non-low income units through early prepayment of the FmHa loan, the program has prepayment restrictions and incentives to discourage early prepayment. In addition, non-profit entities are offered first right-of-refusal for purchasing the units if they were to be sold. If prepayment does occur, State law would require that at least one year notice be given to tenants and FmHa. As of October 1991, no such notice has been filed. Thus, the units are not at risk during this planning period through 1996.

The Spring Apartments are the only units in the City of Brawley known to be eligible for conversion to market rates. The City has not issued mortgage revenue bonds, has not approved any density bonuses with financial assistance, does not currently have an in-lieu fee program and has not assisted multifamily housing with redevelopment or CDBG funds (other than rehabilitation of single family residences). In addition, there are no other units in the City listed in the Inventory of Low Income Rental Units Subject to Termination of Federal Mortgage and/or Rent Subsidies by the Year 2008 nor the Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion prepared by the California Coalition for Rural Housing Project, nor the Inventory of California FmHa Section 515 Projects With Loans Approved Prior to December 21, 1979 prepared by HCD.

Units at Risk of Conversion After July 1, 1999

State law does not require an analysis of units that are at risk of converting after July 1, 1999.

Cost Analysis

Pursuant to Section 65583 (a) (8) (b) of the Government Code, a cost analysis for preserving at risk units is provided. The analysis consists of the cost of producing new rental housing comparable in size and rent level to replace the 64 units which could convert. The cost of preserving the developments at risk of converting to non-low-income housing is also analyzed.

The City Building Department estimates that the average construction cost for apartments is about \$49.80 per square foot. Therefore, construction cost for an average apartment, about 700 square foot in size, would be about \$34,860.00. Sixty-four dwelling units would be about \$2,231,000.00 excluding land costs. Vacant R-3, multiple family residential properties in the City average about \$3.00 per square foot. Based on the City's allowable density of 17 units per net acre in the R-3, multiple family residential zone, about 3.8 acres of land would be required to develop 64 units. With a 25 percent increase in residential density available through the City's Density Bonus Program, land required for 64 units would be reduced to 3.1 acres. With a density bonus allowance, land cost would be reduced from about \$496,584.00 to \$405,108.00. Total construction and land cost to produce 64 rental two bedroom units in the City would then be estimated to be about \$2,836,108.00.

The following table depicts the cost to preserve the 64 units:

YEARS	X	AMOUNT SUBSIDY/YEAR	=	COST
10	X	156,000	=	1,560,000
20	X	156,000	=	3,120,000

In comparison it appears that subsidizing the 64 units for 20 years would exceed the new construction costs of 64 units by about \$283,892.00.

Note: The figures used for calculating new construction costs are 1992 figures.

RESOURCES FOR PRESERVATION

Pursuant to Section 65583 (a) (3) (c) of the State Government Code, this component identifies public and non-profit corporations which have legal and managerial capacity to acquire and manage assisted housing developments. Sources available to preserve assisted projects for low income use are also identified.

The following Federal, State, and local programs have been identified to assist in the preservation of assisted projects for low income use:

A. CDBG funds

The City of Brawley has been awarded a total of \$1,000,000 in CDBG funds during the 1990 and 1991 funding cycles. A total of 52 owner occupied single family residences are expected to be rehabilitated with these funds. These CDBG grants, however, are specifically targeted for owner occupied single family dwellings and can not be used for the acquisition, rehabilitation or construction of multiple family dwelling units. Although these funds assist low income families, they cannot be used for as a funding source for preservation.

B. Redevelopment Agency tax increment fund

The City of Brawley's redevelopment agency tax increment funds has a reserved debt service as of June 30, 1992 equal to zero. The outstanding debt as of June 30, 1992 is \$1,300,000. As of June 30, 1992, \$157,709 is available in the low and moderate income housing fund. These funds may be used to provide financial assistance to developers in return of housing affordability controls. They may also be used to assist the Imperial Valley Housing Authority in increasing the City's low income housing supply.

C. Imperial Valley Housing Authority Administrative Fees

The Imperial Valley Housing Authority (IVHA) operates under federal, state and community mandates to develop and administer an adequate supply of housing for low income individuals and families in the County of Imperial, including the City of Brawley. No other corporations with legal and managerial capacity to acquire and manage assisted housing developments were identified in the City. The Imperial Valley Housing Authority reports zero unencumbered administrative reserves.

D. Federal Rental Rehabilitation Loans

Low interest Federal Rehabilitation loans are available to developers for the rehabilitation of multi-family dwelling units with actual or incipient code violations. Matching funds are required from the developer. A total of \$50,000.00 is currently available. Owners must commit rehabilitated units with affordability controls. The City estimates that about 4 to 5 rental dwelling units with moderate or extensive rehabilitation needs could be rehabilitated with the existing funds.

E. Density Bonus Program

The intent of the proposed Density Bonus Program is to provide incentives to encourage private development of housing that is affordable to lower and very low income household. The City may grant a minimum 25% increase in allowable density to projects which agree to reserve a specific portion of the units for low income families.

QUALIFIED OBJECTIVES

Pursuant to Section 65583 (b) of the Government Code, quantified objectives for the number of housing units that can be constructed, rehabilitated, and conserved over the first five year subperiod, are provided. As indicated earlier, a total of 64 units were identified as being at-risk of losing use restrictions within the second five year planning period. Additionally, according to SCAG Regional Housing Needs model, the City must also provide a minimum of 350 units for low income households within its five year planning period. With the 64 units that must be conserved, a total of 414 low income housing units are required to accommodate the City's low income housing needs. The number of units rehabilitated with CDBG funds last year was 20 and the CDBG is committed to rehabilitate, conserve, etc. 22 units in 1993. Note: 15 units were rehabilitated in 1991.

The following table establishes objectives for new construction, conservation, and rehabilitation by income category:

QUANTIFIED OBJECTIVE	NEW CONSTRUCTION	REHAB	CONSERVATION
Very Low-Income	600	40	40
Low-Income	260	12	24
Moderate-Income	765	-0-	-0-
Above Moderate	500	-0-	-0-

In the low income category, non-profit groups such as Campesinos Unidos, Inc. are anticipated to construct most of the single family detached homes under the Farmers Home Administration Self-Help Housing Program and other government housing programs targeted for low income families. There is a strong demand for manufactured housing (mobile homes) and apartments in the low income category. The quantified objectives include 90 manufactured homes and 100 apartment units for low income households. It is anticipated that the low income manufactured homes and apartments will be supplied by the private sector.

The private sector is also expected to provide all the housing units for the moderate and upper income categories.

The housing unit numbers contained in the Quantified Objectives for new construction vary considerably from the Regional Housing Needs Assessment (RHNA) figures for Brawley, as prepared by the Southern California Association of Governments (SCAG). This is due to two major factors which were not taken into consideration by SCAG when the Regional Planning Agency prepared the RHNA.

The first major factor that was not considered by SCAG is the fact that the State Department of Corrections has recently (April 1989) made the decision to build a new maximum security prison in the Brawley area, approximately 12 miles north of Brawley. The new state prison will ultimately employ 1,362 people and will create an immediate demand for approximately 300 new dwelling units in Brawley according to the environmental report. This new housing will be needed to provide the required housing for prison employees and their families. It is very possible that the number of prison employees that will reside in Brawley will greatly surpass the numbers indicated in the environmental impact report. This is due to the fact that the City of Brawley has, within the last year, established a very active economic development program. The City of Brawley's Department of Economic and Community Development will be actively marketing the City as a desirable place to reside through publications of the Correctional Officers' Association.

The second major factor not considered by SCAG is the fact that the Convair Division of General Dynamics Corporation has constructed a new assembly plant in the Imperial Valley. This facility will employ 100 people; however, in the near future, the plant could be expanded to employ several hundred people. Many of the Convair employees will choose to reside in Brawley.

In addition to the above two factors, the continued growth of the geothermal and mining industries impacts the demand for housing. There are several large geothermal construction projects located within 10 miles to the north of Brawley, and the Gold Fields Operating Company Mesquite Gold Mining facility is located 25 miles east of Brawley. Thus, the housing needs in Brawley for the 1989 to 1994 planning period are anticipated to be far in excess of SCAG'S projections for the City of Brawley.

PROGRAMS FOR PRESERVATION

The City plans to monitor "at risk" housing units to ensure units will not be lost as low income housing. The City will subsidize units and/or work with Private Developers and or non-profit housing groups in the community to explore possible new construction of replacement housing by nonprofits or nonprofit acquisition of existing buildings with "at risk" units. The following are specific actions that the City will take to protect or replace at risk units.

Monitor Units At Risk: Maintain contact with owners of "at risk" units as restriction expiration dates approach to determine whether Section 8 Contracts have been renewed or are planned to be renewed. Discuss with owners the City's desire to preserve the units at rents affordable to existing low and very low income tenants.

Time Frame: The City shall contact project owners at least one year prior to potential conversion.

Responsible Agency: Planning Department

Funding Source: CDBG, Redevelopment Set-Aside

Work With Private Developer and or non-profit Associations: Brawley will work with the said associations to explore and if appropriate facilitate acquisition or replacement of "at risk" units.

Time Frame: If through the monitoring process a project is identified which will otherwise lose its status as affordable housing, immediately contact the said associations to solicit interest in participation.

Responsible Agency: Economic and Community Development Department

Funding Source: CDBG, Redevelopment Set-Aside, possibly federal, state or local grants

Explore the Possibility of Assisting Private Developers with the expansion of low income housing availability: If contracts with existing owners of "at risk" units indicate that units will be lost as affordable housing the City will explore alternative subsidy programs. The following is a list of possible programs:

1. Rent Subsidies
2. Waiver of Development Impact Fees
3. Density Bonus

Time Frame:

The City will begin evaluation of alternative programs in 1993 for projects which would otherwise convert to market rate.

Responsible Agency:

Planning Department, City Attorney's Office

Funding Source:

CDBG, Redevelopment Set-Aside

TABLE 1
CITY OF BRAWLEY
UNITS AT RISK OF CONVERSION

Project Name Address (inc. zip)	Owner: Name Address	Type(s) of Govt. Assistance	Earliest Potential Conversion Date(s)	# of Units Subject to Conversion	Total # of Units in Project	Tenant Type (ie. Elderly, Family)
Spring Apt. 402 South Eastern Brawley, CA 92227	Brawley Association	FmHa Loan	Oct. 16, 1991 (May, 2031)	64	64	Family

IMPLEMENTATION PROGRAM

CITY OF BRAWLEY

GENERAL PLAN

January 1995

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INTRODUCTION

The General Plan Implementation Program provides a guide to the community, City staff, and City officials to implement adopted General Plan policy and plans. The purpose of the Implementation Program is to ensure that the overall direction provided in the General Plan for City growth and development is translated from general terms to specific actions. The Implementation Program is a series of actions, procedures, and techniques that carry out the General Plan policy through implementing a standard or program. Each implementation measure will need further City Council action, either on a city-wide basis, (e.g. zoning ordinance amendment or adoption of and development review criteria), or in individual subareas for actions, (e.g., capital improvement projects). The City Council, by relating the Implementation Program to the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision making. Implementation of the actions, procedures, and techniques established in this program will be subject to funding constraints.

The Implementation Program is organized into six subsections that correspond to the General Plan Elements with the exception of the Housing Element. The implementation programs for the Housing Element are contained in the element. Each of the Implementation Program subsections is comprised of measures that directly relate to the policies and plans of the corresponding General Plan element.

USE OF THE GENERAL PLAN IMPLEMENTATION PROGRAM

The Director of the City Economic and Community Development Department will use this Implementation Program as the basis for preparing the annual report to the City Council on the status of the City's progress in implementing the General Plan, as described in Section 65400 of the Government Code. Because many of the individual actions and programs described in the Implementation Program act as mitigation for significant environmental impacts resulting from planned development identified in the General Plan, the annual report can also provide a means of monitoring the application of the mitigation measures as required by AB 3180. This Implementation Program should be updated annually and whenever the City's General Plan is amended or updated to ensure its continued consistency and usefulness.

LAND USE ELEMENT IMPLEMENTATION

The Implementation Program provides strategies to implement the adopted policies and plans identified in the Land Use Element. The Land Use Implementation Program provides a guide to the community, City staff, and City officials to be used in making daily Land Use issue decisions in Brawley. The Implementation Program is a series of actions, procedures, and techniques that carry out the Land Use policy through implementing a standard or program, subject to funding constraints. The implementation measure that continued development will be compatible, provide for a balance of land uses, and allow economic expansion in Brawley.

The Land Use Goals and Policies section of the Land Use Element identifies the goals and policies of the City. The Land Use Element Implementation Program section identifies programs which will be utilized to carry out land use policy in Brawley.

The City's zoning ordinance, subdivision and grading ordinances, code enforcement, specific plans, and capital improvement projects and programs, and redevelopment serve as tools to enable the City to guide the development and revitalization of key areas of Brawley.

BALANCED DEVELOPMENT

1. Zoning Ordinance: The Zoning Ordinance is the primary method by which cities implement land use policy regulating the location, type of use, and the physical form of development. Table LU-3 of the Land Use Element and repeated on the following page, shows the relationship between the General Plan land use designations and zoning districts. This table identifies how properties city-wide should be zoned to be consistent with the Land Use Policy Map. The Zoning Ordinance consists of a map which delineates boundaries of zoning districts and text which explains the purpose of zoning districts, lists permitted and conditional uses, provides standards for development and includes other regulations. Title 27 of the municipal code contains the City's Zoning Ordinance. Following adoption of the General Plan, a revised Zoning Ordinance will be prepared.

The City will review the Zoning Ordinance and prepare amendments to achieve consistency as necessary with the policies and standards contained in the General Plan. Adoption of Zoning Ordinance amendments and an associated Zoning Map will provide a primary implementation tool for the Land Use Element.

Responsible Agency/Department: Community Development

Funding Source: City General Fund

TABLE LU-3
GENERAL PLAN/ZONING RELATIONSHIP

GENERAL PLAN LAND USE DESIGNATIONS	ZONING CATEGORIES																
	R-A Residential Agricultural	R-E Residential Estates	R-1 Residential Single Family	R-2 Residential Low Density	MHS Mobilehome Subdivision	R-3 Residential Medium Density	MHP Mobilehome Park	PD Planned Development	C-P Service and Professional	C-1 Neighborhood Commercial	C-2 Medium Commercial	C-3 Heavy Commercial	M-1 Light Manufacturing	M-2 Heavy Manufacturing	R Recreation	P-F Public Facilities	A-1 Light Agriculture

Note: Zoning categories are from existing Zoning Ordinance and may be modified or amended in the future.

Time Frame: 1993-1994

Related Land Use Element Policies: 1.1 - 1.13, 2.1 - 2.5, 4.1 - 4.6, 5.1 - 5.7, 6.1, 6.2, 7.1 - 7.10, 8.1 - 8.13, 9.1, 10.1 - 10.4, 12.1, 12.4

2. Maintenance of City Revenues:

- Identify those land uses and developments which impose significant costs on the City through the monitoring of expenditures for facilities and services.
- Adjust development standards, if required, to reduce municipal costs.
- User fees and charges should be reviewed periodically to ensure they are consistent with costs incurred by City.

Responsible Agency/Department: All City Departments

Funding Source: General Fund

Time Frame: Ongoing

Related Land Use Element Policies: 11.1, 11.2, 11.3, 11.7

3. Intergovernmental Cooperation: The City will provide information on public and private development proposals within Brawley to other government agencies and will monitor major issues under consideration by federal and state and other adjacent local agencies which impact Brawley.

Responsible Agency/Department: Community Development

Funding Source: All City Departments

Time Frame: Ongoing

Related Land Use Element Policies: 2.5, 3.1 - 3.3, 11.3

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

4. Code Enforcement: To be effective, the Zoning Ordinance and other City ordinances must be enforced. The City has a code enforcement program designed to achieve the desired level of regulation and expects to continue the program.

Responsible Agency/Department: Community Development

Funding Source: City General Fund, Redevelopment Agency, Federal and State Grants and Other Sources

Time Frame: Ongoing

Related Land Use Element Policies: 5.4, 5.5, 5.6, 7.3, 7.4, 7.6, 7.7, 8.6, 8.9

5. Environmental Review: Utilize the California Environmental Quality Act, and site plan review process, as applicable, in review of development projects to minimize environmental impacts and promote high quality design, compatible and sensitive to the City's natural resources and availability of municipal services and facilities.

Responsible Agency/Department: Community Development

Funding Source: City General Fund/Redevelopment Agency/Developers

Time Frame: Ongoing

Related Land Use Element Policies: 4.3, 10.4

REVITALIZATION OF OLDER COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL USES AND PROPERTIES

6. Redevelopment Project Area: The Brawley Community Redevelopment Agency, shall continue to implement redevelopment actions within the Redevelopment Project Area No. 1 to promote revitalization. The feasibility of creating additional project areas shall also be evaluated as needed to implement General Plan goals and policies.

Responsible Agency/Department: Office of the City Manager, Community Development

Funding Source: Redevelopment Agency

Time Frame: Ongoing

Related Land Use Element Policies: 7.1, 7.9, 7.10

7. Rehabilitation Activities: Through the Community Development Block Grant Program (CDBG), the Housing and the U.S. Department of Urban Development (HUD) provide funds to local governments for funding a wide range of activities. Allocate CDBG funds, where possible, for rehabilitation of older residential and commercial areas within the City.

Responsible Agency/Department: Community Development

Funding Source: County of Imperial/Federal

Time Frame: Ongoing

Related Land Use Element Policies: 5.4, 7.1 - 7.10

IMPROVED CITY-WIDE URBAN DESIGN

8. Overall Capital Improvement Program: The City's Capital Improvement Program (CIP) should be reviewed in relation to the General Plan to ensure that plans for major expenditures are consistent with goals, policies and recommend programs, and the improvements identified in the General Plan are included in the CIP. A finding should be included in any actions to approve a budget for a specific improvements, as well as approval of the CIP.

Responsible Agency/Department: Community Development, Public Works

Funding Source: City Capital Improvements, City General Fund, Redevelopment Agency, State and Federal grants, and outside funding sources

Time Frame: Annually

Related Land Use Element Policies: 11.2, 11.3, 11.5, 11.7, 11.12

9. Beautification Program: Encourage organization and implementation of a city beautification program to assist residents and businesses to improve the physical appearance of their property.

Responsible Agency/Department: Office of City Manager, Community Development

Funding Source: State and Federal funding sources

Time Frame: 1994 Ongoing

Related Land Use Element Policies: 8.2, 8.3, 8.4, 8.6, 8.9, 8.10

10. Special Study Areas: Study and prepare specific plans which describe necessary circulation and infrastructure systems and specific land uses desired within Special Study areas identified on the Land Use Policy Map. State law authorizes local jurisdictions to adopt specific plans for implementing their general plans in designated areas. The specific plan is intended to provide more precise descriptions of types of uses permitted, development standards, and public infrastructure improvements for an area. They provide a mechanism for development of a unified design plan for public and/or private property within the plan area.

Responsible Agency/Department: Community Development

Funding Source: City General Fund/Property Owners

Time Frame: Ongoing

Related Land Use Element Policies: 1.1, 1.5 - 1.10, 1.12, 2.1, 2.2, 4.1, 4.2, 10.2, 11.12

ECONOMIC EXPANSION AND DIVERSIFICATION

11. Economic Development: Land use activities and development proposals generating long-term fiscal benefit to serve local needs will be targeted as desirable land uses.

Responsible Agency/Department: Office of City Manager, Community Development

Funding Source: City General Fund/Business Community and Redevelopment Agency

Time Frame: Ongoing

Related Land Use Element Policies: 1.3, 1.12, 1.13, 7.9, 9.2, 9.3

12. Business Attraction and Retention: Develop and employ an aggressive marketing effort to attract and retain business in Brawley.

Responsible Agency/Department: City Council, Office of City Manager, Community Development

Funding Source: City General Fund/State and Federal funding sources

Time Frame: 1994/Ongoing

Related Land Use Element Policies: 1.3, 1.7, 1.13, 7.9, 7.10, 9.2, 9.3

13. Legislation: Support State and Federal legislation which will maintain and expand local financing capabilities in undertaking economic development activities and capital projects.

Responsible Agency/Department: Community Development, Public Works

Funding Source: City General Fund/State and Federal funding sources

Time Frame: Ongoing

Related Land Use Element Policies: 2.5, 3.3, 9.2

DEVELOPMENT COORDINATED WITH PUBLIC FACILITIES AND SERVICES

14. Dedication/Improvements: The City shall continue to require dedication of right-of-way and improvements of streets and infrastructure and other public facilities consistent with the provisions of Brawley's Municipal Code.

Responsible Agency/Department: Public Works

Funding Source: Property Developer

Time Frame: Ongoing

Related Land Use Element Policies: 11.7, 11.8, 11.11, 11.12

15. Annexation Proposal Review: Proposals for annexation of lands within the City's sphere of influence will be reviewed to identify the fiscal implications of such annexations, opportunities for greater efficiency in service delivery, and maintenance of quality of life for Brawley residents.

Responsible Agency/Department: Office of City Manager, Community Development

Funding Source: City / Annexation Application

Time Frame: Ongoing

Related Land Use Element Policies: 3.3, 6.1, 6.2, 10.12

16. Level of Services: Establish standards for provisions of municipal services and attempt to maintain such level and/or quality of service throughout the City.

Responsible Agency/Department: All City Departments

Funding Source: City General Fund

Time Frame: Ongoing

Related Land Use Element Policies: 11.1 - 11.13

17. Residential Land Use Amendments: Figure LU-4 of the Land Use Element depicts the areas of Land Use designation change potentially affecting school districts that resulted from the 1994 update of the General

Plan. These amendments from a lower to a higher density residential designation, and from non-residential to a residential land use designation potentially impact local school districts. In these two areas, the owners of property will be responsible for compliance with Goal Eleven (11) of the Land Use Element and any other goals/policies of the General Plan, prior to City approval of subdivision maps or other permits for development.

Responsible Agency/Department: Community Development/School Districts

Funding Source: Property Developer

Time Frame: Ongoing

Related Land Use Element Policies: 11.14 - 11.20

18. Public Educational Facilities: To address the need for public education facilities in Brawley, the City will:

- Notify school districts of proposed subdivision projects or development applications early in the review process to allow time for adequate responses;
- Request school districts to indicate the level of facilities expected to be available at the time of need to serve development projects requiring discretionary approval; and
- Take into consideration (to the extent allowable by State law), the availability of school facilities at the time of need when making decisions on development applications requiring general plan amendments, community plan updates, specific plans and amendments thereto, zone changes for residential or commercial or industrial uses, and other legislative land use decisions.

Responsible Agency/Department: Community Development

Funding Source: Development fees

Time Frame: Ongoing

Related Land Use Element Policies: 13.1, 13.2

CONSERVATION OF AGRICULTURAL LAND AND OPEN SPACE

19. Parkland Dedication: The City will continue to require dedication of parkland and other public facilities, a fee or lien thereon, or a combination of both, as a condition of new residential development consistent with the Quimby Act.

Responsible Agency/Department: Community Development, Parks and Recreation, and Public Works

Funding Source: Property Developer

Time Frame: Ongoing

Related Land Use Element Policies: 13.1, 13.2

INFRASTRUCTURE ELEMENT IMPLEMENTATION

The Infrastructure Element Implementation Program provides strategies to implement the adopted policy identified in the Infrastructure Element. The Program provides a guide to the community, City staff, and City officials to be used in making daily decisions related to the provision of public infrastructure, subject to funding constraints. The Implementation Program is a series of actions, procedures, and techniques that carry out the Infrastructure policy through implementing standards or programs. The City Council, by incorporating the Implementation Program into the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision-making.

The implementation measures are intended to ensure that adequate facilities exist for transportation and circulation of people and goods; potable water treatment and distribution; wastewater collection and treatment; solid waste; storm water run-off; drainage system; animal control; and power (electricity and gas) service. While providing for the maintenance of existing infrastructure, the implementation measures also identify strategies to furnish infrastructure for the planned growth identified in the Land Use Element.

LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES

1. Circulation Phasing Program: The General Plan Circulation Plan identifies future roadway improvements that must be implemented to accommodate anticipated growth in Brawley. The Circulation Plan incorporates the planned realignment and expansion of State Route 111 to bypass the City. The roadway classifications of the Circulation Plan are based on the realigned State Route 111 serving as a primary north-south connector. To coordinate circulation improvements with anticipated growth and the realignment of State Route 111, the City will prepare a Circulation Phasing Program. The Phasing Program will address the following issues:

- How circulation improvements will be identified during the development review process in coordination with the Circulation Plan standards and criteria;
- How major roadway improvements associated with the State Route 111 bypass will be coordinated with Caltrans, phased and financed; and
- How increasing traffic volumes in the City will be accommodated during the interim period before the bypass is constructed.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: City Capital Improvement Fund/Developer Exactions

Time Frame: 1996

Related Infrastructure Element Policies: 1.1, 1.2, 1.9, 1.15, 1.17, 1.23, 1.24

2. Improvements to Arterial Highway System: Implementing the General Plan Circulation Plan will require adding to or improving the existing roadway system. To this end, this implementation program involves monitoring improvement priorities, establishing funding sources, and incorporating the needed improvements into the City's Capital Improvement Program (CIP) on a regular annual basis. The following specific actions shall be implemented:

- Evaluate and if necessary revise the current CIP mechanism to ensure the mechanism includes a formal method to identify the roadway improvements that need to be constructed within five to seven years, as identified in the Circulation Phasing Program (to be prepared);
- Make an annual determination of potential sources of highway funding, such as Proposition 111 (Congestion Management) and other state and federal sources. Ensure that the use of funding from other agencies for projects initiated by the City will not limit the use of the street in the future;
- Establish guidelines for traffic impact fees so that an equitable means can be established for requiring new development to pay a fair share of the needed transportation improvements;
- Develop capital improvements program that includes reconstruction of existing curbs, gutters, and sidewalks along City streets, as needed; and
- Coordinate plans for Brawley circulation improvements with regional activities so that the City will obtain maximum benefit from other improvement activities in surrounding jurisdictions. Examples include coordination with Caltrans on the State Route 111 realignment project and coordination with the County of Imperial on improvements to County roads.

Responsible Agency: Public Works/Economic and Community Development/
City Council

Funding Source: City Capital Improvement Fund/Developer Exactions/
Federal and State Funding/County of Imperial

Time Frame: Annual Update of Capital Improvement Program

Related Infrastructure Element Policies: 1.1, 1.2, 1.4, 1.5, 1.6, 1.9, 1.15, 1.17, 1.18, 1.19, 1.20, 1.22, 7.1, 7.2

3. Dedication/Improvements for New Development Projects: The City will establish setback lines for future right-of-ways to protect ultimate roadway integrity in developing areas. As part of development review, dedication of necessary right-of-ways and street improvements will continue to be required at the developer's expense. Restricted local streets in residential areas will be permitted where such streets will be appropriate and conduct cost studies to determine if public alleys are needed in new residential subdivisions.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: Project Review Fees/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: 1.1, 1.2, 1.9, 1.15, 1.16, 1.21, 1.25

4. Circulation Improvements in Unincorporated Portion of Planning Area: The City will review all development proposals in the unincorporated County portion of the Brawley Planning Area to assess potential circulation impacts. The County will be requested to require infrastructure improvements that meet the standards of the City of Brawley and maintain Level of Service C.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: City General Fund/County of Imperial/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: 1.1, 1.2, 1.3, 1.4, 1.13, 1.15, 1.16

5. Minimize Traffic Noise: When planning improvements to the circulation system, the City will incorporate relevant policies and programs from the General Plan Noise Element to minimize noise impacts to residential areas, schools, hospitals, and other sensitive uses.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: City Capital Improvement Fund/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: 1.13

6. Streetscape Guidelines: Streetscapes play an important role in defining the character of the City and projecting a positive civic image. The City will develop Streetscape Guidelines that identify Brawley's design goals for median parkways and sidewalk landscaping, street furniture, and signage for the various roadway classifications. Roadways that serve as community focal points will be identified and appropriate streetscape goals and objectives will be developed to maintain and enhance such roadways. In addition, the City will identify important public views along Major Arterials, Secondary Arterials, and Collectors and develop guidelines to promote view preservation. During the development review process, the proposed streetscape of private streets will be assessed to coordinate integration with the streetscape of public streets.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: City General Fund/Development Exactions/Project Review Fees

Time Frame: 1995 - 1996

Related Infrastructure Element Policies: 1.14, 7.4

7. Truck Traffic: Established truck routes will be enforced to minimize the impacts of truck traffic on the City and reduce hazards from potential hazardous materials accidents. Truck routes should be appropriately designed and maintained. Truck routes will be periodically reviewed and modified for conformance with the truck route criteria established by the City.

Responsible Agency: Public Works /Police Department/Fire Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: 1.7, 2.1, 2.3, 2.4, 2.7

8. Adequate Circulation for Agriculture: The City will provide an adequate circulation system for the transport of agricultural products and machinery. When circulation improvements are planned for agricultural areas, the circulation needs of the agriculture sector will be incorporated.

Responsible Agency: Public Works

Funding Source: City Capital Improvement Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: 2.6, 2.7

9. Main Street Improvements: To alleviate congestion on Main Street, the City will evaluate the following improvements for effectiveness and feasibility:

- Coordinate efforts with Caltrans to update the traffic signal timing and coordination for traffic signals along Main Street. Significant benefits can sometimes be achieved by keeping signal timing current with existing traffic levels;
- Review pavement striping along Main Street to determine locations where additional lanes could be added without incurring substantial construction costs.

The improvements rated as effective and feasible will be implemented as soon as possible.

Responsibility Agency: Public Works

Funding Source: City Capital Improvement Fund/Development Exactions

Time Frame: 1994

Related Infrastructure Element Policies: 1.5, 1.6, 1.12, 1.17

PARKING

10. Adequate Parking: During the development review process, the parking requirements of proposed projects will be determined according to the parking standards established in the Zoning Ordinance. The City will establish parking requirements for all proposed projects. Parking lots should be screened from surrounding uses in new development.

Responsible Agency: Public Works

Funding Source: Project Review Fees/ Developer

Time Frame: Ongoing

Related Infrastructure Element Policies: 3.1, 3.2, 3.3, 3.5, 3.6

11. Joint Parking Facilities: The City will require parking consolidation for existing development, where appropriate, to eliminate the number of ingress and egress points onto arterials. For new development, encourage clustered site designs with joint parking facilities will be encouraged.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: Project Review Fees/City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: 3.1, 3.3, 3.4, 3.5

12. Off-Street Truck Parking: To reduce the impact of truck traffic in residential areas, the City will encourage the establishment of off-street truck parking lots adjacent to designated truck routes.

Responsible Agency: Public Works

Funding Source: City General Fund

Time Frame: 1994-1995

Related Infrastructure Element Policies: 3.7

INTERCITY AND REGIONAL TRANSPORTATION

13. Intergovernmental Coordination: The City will continue to coordinate transportation improvements and address regional circulation issues with the County of Imperial, other cities in the County, Caltrans, and the Southern California Association of Governments.

Responsible Agency: Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: 1.3, 2.6, 4.1, 4.2

14. Traffic Impacts Generated from Outside Sources: The City will review and comment on environmental documents from the County of Imperial and nearby cities. The review will particularly focus on potential traffic impacts to the Brawley Planning Area. Where applicable, mitigation measures will be requested of other jurisdictions to mitigate traffic impacts to the Brawley Planning Area.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: City General Fund/County of Imperial/Nearby Cities

Time Frame: Ongoing

Related Infrastructure Element Policies: 4.3

15. Expanded Air Operations: To promote expanded air operations at the Brawley Municipal Airport, the City will implement the following actions:

- Support the extension of the airport runway to the east, as identified in the Land Use Plan of the Brawley General Plan;
- To ensure long-term compatibility between the Brawley Municipal Airport and surrounding land uses, implement the land use designations identified in the Land Use Element and the Airport Overlay of the Zoning Ordinance identified in the Open Space/Recreation Element;
- Encourage the realignment of State Route 111 to bypass the City to allow for the runway extension. Monitor the progression of this project and coordinate with Caltrans to promote project feasibility;
- Implement the circulation improvements identified in the Circulation Plan to ensure adequate access to the airport; and
- Work with Imperial County to seek international airport status for the Brawley Municipal Airport.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: City General Fund/Caltrans/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: 4.4, 5.1 - 5.5

16. Rail Transportation: The City will facilitate expanded rail service in Brawley. During the development review process, any negative impacts from new development adjacent to the railroad will be identified and mitigated. In addition, the City will encourage the preservation of existing development along the railroad.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Infrastructure Element Policies: 6.1, 6.2

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

17. Avoid Congestion: To avoid congestion of the circulation system from new development projects, the City will implement the following actions:

- Require the preparation of a traffic analysis for major development proposals to assess potential impacts to the City street system and identify infrastructure improvements to maintain LOS C pursuant to the Circulation Plan;
- For both residential and non-residential development projects, ensure that planned loading areas and accessways are designed and located to avoid conflicts with efficient traffic circulation;
- Monitor congestion on major streets. As traffic volumes approach or exceed LOS C, increase capacity through mitigation measures approved by the City; and
- Encourage large employers in Brawley to reduce vehicular trips by offering employee incentives.

Responsible Agency: Economic and Community Development/Public Works

Funding Sources: Project Review Fees/Development Exactions/State and Federal Funding/City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: 1.4, 1.5, 1.6, 1.8, 1.10, 1.13, 1.15, 1.19, 1.20, 2.3, 2.5, 7.1, 7.2

18. Congestion Management Program: The City will participate with the County to prepare and implement a Congestion Management Program (CMP) pursuant to Proposition 111.

Responsible Agency: Public Works

Funding Source: City General Fund/Proposition 111 Funds

Time Frame: As scheduled by the County of Imperial

Related Infrastructure Element Policies: 7.5

TRANSIT, BICYCLE, PEDESTRIAN, AND EQUESTRIAN FACILITIES

19. Increase Transit Use: To reduce automobile use in Brawley and decrease local traffic, the City will encourage residents to use public transit through the following actions:

- Support the efforts of the Imperial Valley Transit Authority to continually upgrade local and regional bus service;
- Coordinate with the Imperial Valley Transit Authority and Dial-a-Ride to ensure that public transportation is available for elderly and disabled persons;
- Where appropriate, require developers to incorporate transit amenities, such as bus shelters and turn-outs, in new projects along transit routes;
- Where appropriate, coordinate roadway improvements with the Imperial Valley Transit Authority to incorporate transit amenities with the improvement program; and
- Consider the provision of unique transportation methods, such as shuttle buses from outlying parking areas, for special events (i.e., Brawley Rodeo).

Responsible Agency: Public Works/Parks and Recreation/Imperial Valley Transit Authority

Funding Source: City General Fund/Developers/Imperial Valley Transit Authority

Time Frame: Ongoing

Related Infrastructure Element Policies: 1.11, 7.3, 8.1 - 8.6

20. Passenger Train Service: The City will work with the County of Imperial to promote inter-city rail service on existing railroads between Los Angeles, Riverside, and the Coachella and Imperial Valleys.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: 4.2, 6.3

21. Alternative Transportation Modes: The City will promote the use of alternative transportation modes to reduce automobile use and for recreational purposes through the following actions:

- Provide uniform standards and practices for the safety of pedestrians and bicyclists by providing adequate sidewalks, bicycle lanes, and off-road trails. Require dedication and

improvement of these facilities where deemed necessary to meet public needs arising as a result of development;

- Provide pedestrian ramps at intersections to accommodate wheelchairs, strollers, bicycles, and other wheeled vehicles. Include pedestrian ramps in all new street facilities. Where pedestrian ramps do not currently exist, construct such facilities in concert with the construction of other street improvements, (e.g., street widening, new traffic signals, new drainage facilities);
- Require new development to provide pedestrian walkways between schools, parks, neighborhood commercial centers, and public facilities;
- Encourage pedestrian links between individual parking lots for existing and planned commercial areas;
- Consider using right-of-ways along flood control channels, irrigation canals, utility lines, and streets for pedestrian, bicycle, and equestrian trails; and
- Prepare and implement a bicycle trail plan that links to the Open Space designated in the Brawley Land Use Plan and planned and established County bicycle trails; and
- Encourage safe biking by supporting safety clinics in coordination with Brawley Unified School District.

Responsible Agency: Economic and Community Development/Public Works/Police Department

Funding Source: City General Fund/Development Exactions/Utility Providers

Time Frame: Ongoing

Related Infrastructure Element Policies: 1.12, 9.1 - 9.9

WATER

22. Water Master Plan: The City will prepare, adopt, and implement a Water Master Plan to identify planned domestic water treatment and distribution facilities required to accommodate planned growth in Brawley. The Water Master Plan should address the adequacy of the existing system to meet the water needs of existing development, improvements to mitigate existing deficiencies, and improvements to provide water service to future development projects. The capacity of the facilities recommended in the

Water Master Plan should be based on buildout of the land uses and development intensity identified in the General Plan Land Use Element.

Responsible Agency: Public Works

Funding: City General Fund/Assessment Districts/Development Exactions

Time Frame: 1994-1995

Related Infrastructure Element Policies: 10.1, 10.2

23. Water Infrastructure for New Development: For proposed large development projects, appropriate engineering studies will be prepared and the recommendations of the studies will be incorporated into the project design. This will allow the City to anticipate the infrastructure impacts of large projects prior to development of any portion of the project, and permit more time to plan for facilities needed to support the project. The City will require the dedication of right-of-way and the construction of improvements for water service in proposed development projects.

Responsible Agency: Economic and Community Development/ Public Works

Funding: Project Review Fees/Developers/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: 10.1, 10.2

24. Consistent Water Capital Projects: The City will make a finding of consistency with the General Plan for the approval of each capital project and expenditure related to the treatment and delivery of domestic water. Once the Water Master Plan is developed and adopted, the City will also make a finding of consistency with the Water Master Plan for the approval of water capital projects and expenditures.

Responsible Agency: Public Works/Economic and Community Development/City Council

Funding: City General Fund/Project Review Fees

Time Frame: Ongoing

Related Infrastructure Element Policies: 10.1, 10.2

25. Water Conservation: The City will encourage water conservation throughout Brawley in the following ways:

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- Require new development and rehabilitation of existing development to make maximum use of water conservation techniques, including low-flush toilets, flow restriction devices, and water conserving appliances.
 - Support the development of strategies to increase reclaimed water production and identify potential reclaimed water users and required delivery infrastructure.
 - Encourage the use of drought resistant plant species in ornamental landscaping for existing and proposed land uses including parks.
 - Work with the Brawley Unified School District to establish water conservation educational programs and provide water conservation literature at public facilities in Brawley.

Responsible Agency: Economic and Community Development/Public Works/Building Department/Imperial Irrigation District/Brawley Unified School District

Funding: City General Fund/Project Review Fees/Imperial Irrigation District/Brawley Unified School District

Time Frame: Ongoing

Related Infrastructure Element Policies: 10.1, 11.1 - 11.3

SEWER

26. Sewer Master Plan: The City will prepare, adopt, and implement a Sewer Master Plan to identify wastewater collection and treatment facilities required to accommodate planned growth in Brawley. The Sewer Master Plan should address the adequacy of the existing system to meet the sewerage of existing development, improvements to mitigate existing deficiencies, and improvements to provide sewer service to future development projects. The capacity of the facilities recommended in the Sewer Master Plan should be based on buildout of the land uses and development intensity identified in the General Plan Land Use Element. The plan should address separation of the existing combined storm and sanitary sewage systems.

Responsible Agency: Public Works

Funding: City General Fund/Assessment District/Development Exactions

Time Frame: 1994-1995

Related Infrastructure Element Policies: 12.1, 13.2, 13.3

27. Sewer Infrastructure for New Development: For proposed large development projects, prepare appropriate engineering studies will be prepared and the recommendations of the studies will be incorporated into the project design. This will allow the City to anticipate the infrastructure impacts of large projects prior to development of any portion of the project, and permit more time to plan for facilities needed to support the project. Require the dedication of right-of-way and the construction of improvements for sewer service in proposed development projects. In addition, require the construction of separate sewage and drainage systems in new development projects to avoid additional impacts associated with the combined sewage and drainage collection system.

Responsible Agency: Economic and Community Development/ Public Works

Funding: Project Review Fees/Developers/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: 12.1, 13.1 - 13.3

28. Consistent Sewer Capital Projects: The City will make a finding of consistency with the General Plan for the approval of each sewer capital project and expenditure related to wastewater collection and treatment. Once the Sewer Master Plan is developed and adopted, the City will also make a finding of consistency with the Sewer Master Plan for the approval of sewer capital projects and expenditures.

Responsible Agency: Public Works, Economic and Community Development/City Council

Funding: City General Fund/Project Review Fees

Time Frame: Ongoing

Related Infrastructure Element Policies: 12.1, 13.1 - 13.3

29. Separate Sewer and Drainage Systems: A major portion of the municipal sewer and drainage systems are combined. During storm events, the combined system often overloads the system, overflows and raw sewage is spilled. The City will work to avoid these problems in the future by studying the feasibility of separating the sewer and drainage components of the combined system in the developed portions of the Planning Area.

Responsible Agency: Public Works

Funding: City General Fund

Time Frame: 1994-1995

Related Infrastructure Element Policies: 13.4

POWER

30. Power Infrastructure for New Development: The provision of electricity and natural gas service for new development will be coordinated with the Imperial Irrigation District and Southern California Gas Company to ensure the inclusion of adequate right-of-way and easements in the project land use plan. The City will require the dedication of right-of-way and the construction of improvements for electric and natural gas service in proposed development projects.

Responsible Agency: Economic and Community Development/ Public Works

Funding: Project Review Fees

Time Frame: Ongoing

Related Infrastructure Element Policies: 14.1, 14.2

31. Reduce Demand for New Power Infrastructure: To increase energy conservation in Brawley and reduce the demand for new power infrastructure, the City will implement the energy conservation measures identified in the Resource Management Element.

Responsible Agency: Public Works/Building/Economical Community Department

Funding: City General Fund/State and Federal Funds

Time Frame: Ongoing

Related Infrastructure Element Policies: 15.1, 15.2

32. Seismic-Resistant Utility Systems: The utility companies serving Brawley will be encouraged to strengthen their connections and lines in areas of high seismic hazard and to provide backup and/or redundant service alternatives.

Responsible Agency: Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: 14.1

INFRASTRUCTURE FINANCING

33. Alternative Financing for Infrastructure Improvements: As development continues in Brawley, the capacity of the circulation and utility infrastructure must be expanded to accommodate more use. The following actions will be implemented to partially relieve the City's cost burden of financing infrastructure improvements:

- Establish performance standards for circulation, water, sewer, and power infrastructure. The performance standards should address a specified level of performance rather than a prescribed type of improvement. All proposed development projects should be assessed for potential impacts to City infrastructure using the performance standards.
- Revise the existing development impact fee program to include impact fees for water and sewer infrastructures. The impact fees should directly relate to the performance standards and reflect the costs incurred by the City.
- For large infrastructure improvement projects that will benefit several property owners, prepare a phasing plan for cumulative infrastructure improvements. Identify the demand threshold at which point improvements will be required, the fair share costs to be paid by benefiting property owners, and the payment schedule.
- Consider the use of assessment districts, industrial development bonds, and other techniques for financing improvements to serve both existing and new development.

Responsible Agency: Economic and Community Development/ Public Works

Funding: City General Fund/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: 16.1 - 16.4

RESOURCE MANAGEMENT ELEMENT IMPLEMENTATION

The Implementation Program provides strategies to implement the adopted policies and plans identified in the Resource Management Element. The Resource Management Implementation Program provides a guide to the community, City staff, and City officials to be used in making daily decisions related to resource management in Brawley, subject to funding constraints. The Implementation Program is a series of actions, procedures, and techniques that carry out the Resource Management policy through implementing a standard or program. The implementation measures are intended to ensure sustainable use of the local and regional environmental resources as development continues in Brawley.

AIR QUALITY

1. Improve Air Quality: Utilize the land use, transportation, and energy conservation programs identified in this General Plan to reduce air pollutants produced within the City and improve regional air quality.

Responsible Agency: Economic and Community Development/Public Works/Building Department

Funding Source: City General Fund/Development Exactions/Caltrans/State and Federal Funding

Time Frame: Ongoing

Related Resource Management Element Policies: 1.1 - 1.7, 2.1 - 2.11, 4.1 - 4.5, 2.1 - 2.11, 4.1 - 4.5

2. Reduce Particulate Emissions: Adopt incentives, regulation, and or procedures to minimize the generation of particulate emissions from agricultural activities, dirt roads, and industrial uses. Adopt and require measures to reduce construction-related particulate emissions for all new development projects and substantial rehabilitation/remodeling projects.

Responsible Agency: Economic and Community Development/Public Works/Building Department

Funding Source: City General Fund/Project Review Fees/Development Exactions/Developer

Time Frame: Ongoing

Related Resource Management Element Policies: 3.1

NATURAL RESOURCES AND UNIQUE NATURAL FEATURES

3. Protect Natural Resources: Using the City's site development review process, development proposals within natural resource areas and unique features will be assessed in terms of potential impacts to the following environmental characteristics where they exist on or near the proposed development site and the potential for inclusion of such areas in open space, or implementation of appropriate mitigation:

- New River riparian corridors;
- Biologically sensitive lands;
- Naturally steep slopes (over 25 percent) and other geologic hazards;
- Visual resources;
- Water resources; and
- Cultural resources.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees, Development Exactions, Developer

Time Frame: Ongoing

Related Resource Management Element Policies: 5.1 - 5.3, 6.1, 6.4 - 6.13

4. Reduce Erosion: Establish detailed standards and regulations for grading, revegetation, drainage, and soil management techniques to reduce erosion.

Responsible Agency: Economic and Community Development/Public Works/Building Department

Funding Source: City General Fund

Time Frame: 1994

Related Resource Management Element Policies: 6.2, 6.3

5. Monitor Resources in Unincorporated Portion of Planning Area: To ensure the long-term maintenance of important natural resources in the

unincorporated County area within in the Brawley Planning Area, implement the following actions:

- In concert with the County Planning Department, identify important natural resources in the unincorporated portion of the Brawley Planning Area, including:
 - New River riparian corridors
 - Biologically sensitive lands
 - Naturally steep slopes (over 25 percent) and other geologic hazards
 - Visual resources
 - Water resources
 - Cultural resources;
- Develop appropriate conservation strategies to protect the identified resources in concert with the County Planning Department; and
- Review all applications for development in the unincorporated area within the Brawley Planning Area to identify potential impacts to the identified important natural resources and recommend revisions to the project to avoid the impacts and suitable measures to mitigate the impacts.

Responsible Agency: Economic and Community Development/County Planning Department

Funding Source: City General Fund/County General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: 5.1, 5.2, 6.1, 6.2, 6.3, 6.5, 6.6, 6.7, 6.8, 6.9, 6.10, 6.11, 6.12, 6.13, 6.15, 6.16, 7.1, 7.2

WATER RESOURCES

6. Water Conservation: Encourage water conservation throughout Brawley in the following ways:

- In new development and rehabilitation projects, require project proponents to make maximum use of water conservation techniques, including water meters, low-flush toilets, flow restriction devices, and water conserving appliances.
- Work with the County, Imperial Irrigation District, and local farmers to develop and implement strategies to increase water efficiency in agricultural production and agricultural irrigation

infrastructure, and to underground or cover irrigation canals for safety and to reduce unnecessary evapotranspiration.

- Encourage the use of drought resistant plant species in ornamental landscaping for existing and proposed land uses including parks.
- Work with the Brawley Unified School District to establish water conservation educational programs and provide water conservation literature at public facilities in Brawley.

Responsible Agency: Economic and Community Development/Parks and Recreation/Public Works/Building Department/Imperial Irrigation District/Brawley Unified School District

Funding Source: City General Fund/Project Review Fees/ Developers/ Imperial Irrigation District

Time Frame: Ongoing

Related Resource Management Element Policies: 8.2, 8.3, 8.8

7. Coordinate with IID: For adequate water supplies for urban uses in future years, coordinate major water service plans and projects with the Imperial Irrigation District and support the Imperial Irrigation District in their efforts to maintain local water supplies (groundwater is not usable).

Responsible Agency: Public Works/Imperial Irrigation District

Funding Source: City General Fund/Imperial Irrigation District/Development Exactions

Time Frame: Ongoing

Related Resource Management Element Policies: 8.4, 8.5

8. Protect Water Quality: Promote improved surface and groundwater quality with the following methods:

- Provide information on methods to reduce or eliminate water contamination to agricultural and industrial operations within the City;
- Require the incorporation of Best Management Practices in new development projects and the rehabilitation of existing structures pursuant to the National Pollution System Discharge

Elimination System Permit (NPDES) and Regional Water Quality Control Board regulations; and

- Participate in regional efforts (including Regional Water Quality Control Board and County programs) to improve surface and groundwater quality, (i.e., New River and Salton Sea).

Responsible Agency: Economic and Community Development/Public Works

Funding Source: City General Fund/Project Review Fees/Developers

Time Frame: Ongoing

Related Resource Management Element Policies: 8.1, 8.4, 8.6, 8.7

SOLID WASTE RECYCLING

9. Source Reduction and Recycling: To comply with the State Integrated Waste Management Act (AB 939) and reduce the total volume of solid waste to be disposed, implement the following measures:

- Adopt and implement the Brawley Source Reduction Plan and submit to the County for inclusion as an Element of the County Integrated Waste Management Plan in 1994;
- Assist in the development of local, regional, and statewide markets for materials collected and processed through the City and regional recycling programs;
- Coordinate with the County and other local jurisdictions to integrate all source reduction and recycling programs to maximize efficiency and minimize program operating costs; and
- Educate Brawley residents and businesses about source reduction and recycling programs, develop educational programs for the local schools, offer incentives where appropriate, and provide opportunities for community feedback.

Responsible Agency: Public Works

Funding Source: Solid Waste Fees/Franchise Fees

Time Frame: Ongoing

Related Resource Management Element Policies: 4.2, 9.1, 9.2, 9.3, 9.4

10. Regional Landfills: Coordinate with the County and other local jurisdictions in the siting and development of regional land fills and identify strategies to participate in the benefits of revenues generated by such uses. Coordinate with the County to prevent or mitigate environmental impacts from regional landfills.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: 9.5

ENERGY RESOURCE CONSERVATION

11. Energy Conservation: Using the City's site development review process, energy conservation technological devices shall be encouraged in new development and rehabilitation of existing development. In addition, support innovative site, building, and landscaping designs for all new public and private buildings to maximize cooling efficiency and natural shade.

Responsible Agency: Economic and Community Development/Public Works/Building Department

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Resource Management Element Policies: 4.1, 4.3, 4.4, 4.5, 10.1, 10.2

12. Building Energy Performance: To meet State energy conservation requirements, maintain local legislation to establish, update and implement building code requirements for energy performance according to Title 24 Energy Regulations.

Responsible Agency: Building Department

Funding Source: City General Fund/Project Review Fees

Time Frame: Ongoing

Related Resource Management Element Policies: 10.1, 10.2.

13. Incentive Program: Encourage the Imperial Irrigation District to implement an incentive program to retrofit existing development with energy efficient lighting and air conditioning and heating systems. Provide literature

regarding incentive programs at City offices and inform Brawley property owners of incentive programs when reviewing plans for major remodeling and rehabilitation projects.

Responsible Agency: Building Department/Imperial Irrigation District

Funding Source: City General Fund, State and Federal Funds

Time Frame: 1994

Related Resource Management Element Policies: 4.1, 4.3, 4.4, 10.1, 10.2

HISTORIC AND ARCHAEOLOGICAL RESOURCES

14. Protect Historical and Archaeological Resources: During the development review process, identify proposed development projects located near or on sites with important archaeological and historic resources or in areas where cultural resources are expected to occur. Require a site inspection by a professional archaeologist and assess potential impacts of the proposed project on archaeological and/or historic resources. If significant impacts are identified according to Appendix K of the California Environmental Quality Act, either modify the project to avoid impacting the resource or implement mitigation measures to reduce the impact. Mitigation may involve archaeological investigation and resource recovery. Enforce the provision of the California Environmental Quality act regarding the preservation or salvage of significant historical and archaeological resources discovered before or during construction activities.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees/Developer

Time Frame: Ongoing

Related Resource Management Element Policies: 11.1 - 11.4, 12.1, 12.2

AGRICULTURAL SOILS/LANDS

15. Prevent Leap-Frog Development: To prevent "leap-frog" development patterns, review all proposed development projects to assure that any new residential or non-agricultural commercial uses located on land used for agricultural purposes is adjoined on at least one entire property line to an existing urbanized area. In addition, coordinate with the County to reserve all Important Farmland outside of the Brawley Urban Area for agricultural uses.

Responsible Agency: Economic and Community Development/County Planning Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: 13.1, 13.2, 13.5, 13.6, 13.8

16. Transportation for Agriculture: To maximize the efficient transport of agricultural products and machinery, assess future road improvement projects for impacts and benefits to the agricultural sector and modify projects where necessary to increase transportation benefits for the agricultural sector.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: Project Review Fees/City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: 13.3, 13.5, 13.7, 14.1

17. County Right-to-Farm Ordinance: Post and maintain copies of the County's Right-to-Farm Ordinance at the public counter in the Economic and Community Development Department. All building permit applicants proposing non-agricultural uses near areas presently used for agricultural purposes shall be given a copy of the notice and sign a statement that they have received the copy.

Responsible Agency: Economic and Community Development/Building Department/County Agricultural Commission

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: 13.2, 13.5

18. Protect Agricultural Lands: Using the City's development review process, assess proposed non-agricultural projects near areas used for agricultural purposes for potential impacts to agricultural production, (including impacts on the movement of agricultural equipment and products, erosion, and drainage), and impacts to the proposed land use, (including noise, dust, night lighting, odors, and drainage). Establish buffers between agricultural and non-agricultural uses to minimize land use compatibility problems.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Resource Management Element Policies: 13.2, 13.3, 13.4, 13.5, 14.1

19. Promote Agri-Business: To encourage existing and new long-term businesses supporting agricultural production in Brawley, implement the following strategies:

- Support and participate in regional efforts to maintain and establish new agricultural packaging and processing operations;
- Allow the establishment of agricultural packaging and processing operations and agricultural supply businesses in agricultural areas to allow for the efficient transportation of goods and services if the operation/business will not adversely affect agricultural production in the area or require the extension of sewer or water lines, and if it supports local agricultural production and is compatible with existing agricultural activities and residential uses in the area; and
- Prepare and periodically update a marketing strategy to attract new agricultural business to Brawley.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: 13.7

GEOTHERMAL RESOURCES

20. Geothermal Resource Development: To encourage expanded development of geothermal resources in Brawley, review current information about existing and planned geothermal development projects in the County, the market demand for alternative energy sources, and technological advances in harnessing energy from geothermal resources. In addition, coordinate with the County to determine potential geothermal resource developers; contact the Imperial Irrigation District, San Diego Gas and Electric, and other potential geothermal developers to promote the development of the geothermal resources located in Brawley; and educate potential developers about related support services located in Brawley.

Responsible Agency: Economic and Community Development/County of Imperial

Funding Source: City General Fund/County General Fund

Time Frame: Annual

Related Resource Management Element Policies: 15.1, 15.2

21. Monitor Geothermal Projects and Exploration Within and Adjacent to the Brawley Planning Area: Coordinate with the County to prevent and/or mitigate potential environmental impacts such as ground subsidence from resource extraction, degradation of plant and animal habitat, loss of agricultural lands, and substantial water usage and contamination.

Responsible Agency: Economic and Community Development/County

Funding Source: City General Fund/County General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: 15.3

OPEN SPACE/RECREATION ELEMENT IMPLEMENTATION

The Open Space/Recreation Implementation Program provides strategies to implement the adopted policies and plans identified in the Open Space/Recreation Element. The Open Space/Recreation Implementation Program provides a guide to the community, City staff, and City officials to be used in making daily decisions related to the preservation of open space and the provision of recreational facilities and services, subject to funding constraints. The Implementation Program is a series of actions, procedures, and techniques to carry out the Open Space and Recreation policy.

The implementation measures are intended to insure that adequate open space is designated for the preservation of natural resources, managed production of resources, protection of public health and safety, and parks and recreation. Additional measures are included to manage existing and future recreational facilities, to maximize public enjoyment, and safeguard the efficient use of public funds.

OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES

1. Designated Open Space: To protect sensitive natural resources, the Land Use Element of the General Plan includes a Land Use Policy Map identifying the location of lands designated for Open Space. The designated Open Space areas encompass existing and planned park land and the New River riparian corridor. Implement these land use designations to ensure that the sensitive environmental resources and scenic views associated with the New River are protected from future development projects.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund/Project Review Fees

Time Frame: Ongoing

Related Open Space/Recreation Policies: 1.1

2. Protect Bluff Vegetation: If bluffs along the New River are modified for public safety reasons, revegetate the disturbed slopes with native plant species found along natural New River bluffs.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: Development Exactions/Developer/City General Fund

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 1.1

OPEN SPACE FOR MANAGED PRODUCTION OF RESOURCES

3. Designated Agriculture Land: To protect open space for agricultural purposes, the Land Use Element of the General Plan includes a Land Use Policy Map identifying the location of lands designated for Agriculture. The designated Agriculture lands encompass substantial acreage around the urbanized portion of the Brawley General Plan Area. Implement these land use designations to ensure adequate land for agricultural production within the City and provide open space with visual relief to Brawley residents. In addition, implement the programs of the Resource Management Element pertaining to the preservation of agricultural lands.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund/Project Review Fees/Development Exactions

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 2.1, 2.2

OPEN SPACE FOR PROTECTION OF PUBLIC HEALTH AND SAFETY

4. New River Hazards: To protect the public from health and safety hazards associated with the New River, (i.e., flooding, liquefaction, bluff instability), the Land Use Element of the General Plan includes a Land Use Policy Map identifying the areas adjacent to the New River as Open Space. Discourage development within the New River corridor and on the bluffs overlooking the New River. In the event development is proposed within areas identified as hazardous, prepare appropriate engineering and geotechnical reports to determine structural design measures to protect building occupants from hazardous situations.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund/Project Review Fees/Developer

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 3.1, 3.2

5. Avoid Fault Rupture Hazards: To protect the public from potential ground rupturing during seismic events in the southern portion of the General Plan Area, maintain the existing agricultural uses and restrict the development of occupied structures in the Alquist Priolo Special Studies Zone. If development is proposed in the Special Studies Zone, a fault-trenching program will be conducted to determine whether active or potentially active faults occur and develop appropriate engineering parameters pursuant to state law.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees/Developer

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 3.2

OPEN SPACE FOR PARKS AND RECREATION

6. Recreational Lands: To meet the recreational needs of the Brawley residents and visitors, the Land Use Element includes a Land Use Policy Map identifying the location of lands designated for Open Space and Public Facilities. Implement these land use designations to provide areas for both active and passive recreation within the City.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 4.1, 4.3, 4.4, 4.9, 4.11, 4.13

7. Integrated Recreation and Open Space System: An integrated open space plan for the City shall be prepared that includes:

- The City's parklands, landscaped medians and parkways in City streets, bicycle and pedestrian trail systems, and active and passive open space;
- An assessment of the open space and recreational opportunities offered by abandoned road and railroad rights-of-way, and similar environmentally impacted or unused linear open space;
- Phasing schedule for commitment of resources including the design and construction of facilities; and

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- Using the development review process to ensure installation of trail systems and other complementary facilities, and connection of private open space with the City's comprehensive system of open space in residential, commercial, and industrial development.

Responsible Agency: Parks and Recreation/Economic and Community Development

Funding Source: City General Fund/Development Exactions/Project Review Fees/State and Federal Funds

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 4.1, 4.3, 4.4, 4.6, 4.8, 4.9, 7.5, 7.6

8. Park Maintenance: The grounds and facilities of existing parks will be properly maintained to minimize vandalism and crime, affirm safe and pleasant environments, and maximize public use and enjoyment. Improve the maintenance of existing and future parks by:

- Developing operational maintenance standards to provide quality maintenance of parks and recreation facilities;
- Evaluating and modifying City parkland and facilities design standards, where necessary, and developing a listing of durable, economical, and standardized fixtures and plant materials; and by requiring incorporation of the standards in City parks;
- Conducting maintenance impact reports on park designs during the park design process to ensure that steps to reduce maintenance costs have been incorporated in the design during the plan check process;
- Requiring the maintenance of privately owned open space areas and parks located within subdivisions to be the financial responsibility of benefitting property owners (through Homeowners Associations and Commercial/Industrial Owners' Associations), ensuring the provision of adequate notice of this responsibility, and not accepting maintenance responsibilities of such recreational facilities;
- Exploring the use of Special Benefit or Maintenance Districts and/or community facilities districts for future public parks;
- Ensuring that new park lands and recreation facilities are fully improved before accepting maintenance responsibility;

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- Exploring the utilization of private maintenance where appropriate to reduce public cost.
 - Using an "Adopt-a-Park" program in which maintenance funding for specific parks would be provided by businesses or other community organizations whose contributions would be publicly acknowledged.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund/Development Exactions

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 4.4, 4.7, 4.8, 4.11, 4.15, 6.5, 7.1 - 7.4, 8.4, 8.5

9. Parks and Recreation Five Year Plan: Implement and periodically update the City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan, which addresses existing and future facilities and services and identifies issues affecting the system. In implementing and updating the plan, focus on improving the existing facilities and constructing new facilities in the most cost-effective manner.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund

Time Frame: Every five years

Related Open Space/Recreation Element Policies: 4.1, 4.2, 4.4, 4.5, 4.6, 4.8, 4.11, 4.12, 4.13, 4.15, 6.1, 6.2, 6.3, 6.4, 6.6, 6.7, 6.8, 6.9, 6.10, 7.1, 8.1, 8.2, 8.4, 9.6

10. Parks for New Development: As new development projects are proposed in Brawley, assess the impact of new development on the existing park and recreation system according to the park standards established in the City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan. Require dedication of parkland and other public facilities, a fee in lieu thereof, or a combination of both, as a condition of new residential development pursuant to the Quimby Act. Periodically review City requirements for park dedication and development fees to ensure they reflect current land and construction costs.

Responsible Agency: Economic and Community Development/Parks and Recreation

Funding Source: Project Review Fees/Development Exactions/City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: 4.1, 4.7, 4.8, 4.10, 6.9, 8.6

11. Alternative Parkland Acquisition Methods: Consider alternative parkland acquisition methods in addition to development fees such as open space easements, leaseholds, land donations, and gift annuities.

Responsible Agency: Economic and Community Development/Parks and Recreation

Funding Source: City General Fund

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 4.10

RECREATION PROGRAMS

12. Recreational Opportunities For All Residents: A full range of recreational opportunities will be provided to serve the needs of the community's current and future population size and demographic character by:

- Designing new and renovating existing parks for convenient and accessible use and ensuring that all recreation programs, services, and facilities are accessible to the disabled in accordance with the Americans with Disabilities Act;
- Periodically coordinating with local community groups and soliciting input from elected officials and the public to identify new recreational needs and assess the adequacy of the existing system to meet the needs and interests of Brawley residents;
- Exploring means to provide programs to those who cannot afford to pay by utilizing corporate sponsorships, volunteers, and joint use of school facilities and services; and
- Developing new recreation programs to reflect new needs and interests of Brawley's diverse population.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund/Private Funds

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 6.1 - 6.9

13. Coordinate With Other Providers: To achieve the most effective results, coordinate with and support efforts to improve recreational opportunities at private facilities within the City (i.e., Del Rio Country Club), and regional public lands held by Imperial County, California Department of Fish and Game, U.S. Bureau of Land Management, and the U.S. Fish and Wildlife Service. In addition, coordinate with other community service providers, including the Brawley School District and Brawley Union High School District, on a regular basis to ensure that recreation programs and services are not being duplicated or competing against each other in the City.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund/BSD and BUIISD/State and Federal Funds

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 4.1, 6.5 - 6.9, 8.4

14. Joint-Use Agreements: Through joint-use agreements, enhance the use of school facilities for recreational purposes by:

- Exploring with the Brawley School District and Brawley Union High School District the use of schools for recreation programs and activities in areas lacking adequate recreation facilities;
- Working cooperatively with the Brawley School District and Brawley Union High School District to provide after-school activity programs, (i.e., sports, theater, arts and crafts);
- Where possible, locating future public neighborhood and community parks adjacent to public schools and share playfields, playgrounds, and other amenities;
- Maintaining contact with and input from the school district during the design of any new public facilities to maximize joint use potential; and
- Developing a program for joint-use of school district properties and surplus school sites.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund/BSD and BUHSD/State and Federal Funds/ Private Sources

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 4.6, 6.8, 8.4, 8.7

15. Appropriate Revenue-Generating Activities: To generate increase revenue for new facilities and programs, develop and implement a plan to introduce appropriate revenue-generating activities, (e.g., concessionaire-operated facilities), in future community and regional parks and recreation centers. Avoid revenue-generating activities that could preclude the use of the facility by some Brawley residents.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: 8.3

PUBLIC SAFETY/NOISE ELEMENT IMPLEMENTATION

The Public Safety/Noise Implementation Program provides a guide to the community, City staff, and City officials to be used in making daily decisions related to the protecting public safety and preventing excessive noise, subject to funding constraints. The Implementation Program is a series of actions, procedures, and techniques that carry out the Public Safety and Noise policy through implementing standards or programs. The City Council, by incorporating the Implementation Program into the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision-making.

The Implementation Program provides strategies to implement the adopted policy identified in the preceding section. The implementation measures are intended to minimize the threat of existing natural and man-made hazards to existing and future residents and prevent the exposure of residential and other sensitive uses to excessive noise.

FLOODING

1. Minimize Dangers from New River Flooding: To minimize dangers associated with flooding of the New River, restrict development in the designated Open Space adjacent to the New River; cooperate with the Imperial Irrigation District to plan and construct drainage infrastructure depositing runoff into the New River; coordinate with Caltrans to ensure that bridges crossing the New River can withstand flood waters; and consider participating in the National Flood Insurance Program.

Responsible Agency: Public Works

Funding Source: City General Fund/Imperial Irrigation District/Caltrans

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 1.1, 1.2, 1.3, 1.4, 1.5, 1.7, 1.8

2. Drainage for New Development: During the review process of proposed development projects, (including roadways), assess drainage conditions for new development projects and potential impacts to off-site drainage, and require the construction of necessary drainage infrastructure. In addition, assess flooding impacts to proposed development located near water storage facilities and prohibit the use of cross-lot drainage systems.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: Project Review Fees/Developer Exactions

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 1.5, 1.8, 1.9

SEISMIC AND OTHER GEOLOGIC HAZARDS

3. Avoid Development in Fault Zones: Implement the Agriculture land use designation in the southern portion of Brawley's Planning Area near the northerly projection of the Imperial and Brawley faults to provide open space for public safety purposes. If development is proposed in this area, perform a fault-trenching program to determine whether active or potentially active faults occur and develop appropriate engineering parameters pursuant to State law.

Responsible Agency: Economic and Community Development

Funding Source: Developer

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 2.1, 2.5, 2.9, 2.10

4. Unreinforced Masonry Buildings: Encourage owners of unreinforced masonry buildings to comply with the City's Unreinforced Masonry Building Ordinance by using incentive programs.

Responsible Agency: Building Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 2.4, 2.5

5. Safe Critical Facilities: Review proposed residential, commercial, and other critical facilities with consideration of the strategies to reduce bodily injury and property damage during earthquakes:

- Encourage the use of symmetrical, concrete and steel-framed buildings, which are particularly resistant to earthquakes, and discourage the use of irregularly-shaped buildings;
- Discourage the use of buildings with adverse discontinuities in strength between major structural elements, (e.g., soft-story design);

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- Require commercial pre-cast tilt-up construction to incorporate adequate diagrams, (horizontal bracing system that transmits horizontal forces to vertical resisting components), and adequate tie-ins or connections between structural components to prevent roof collapse; and
 - Ensure that stairways and elevators are adequately strengthened and nonstructural components such as emergency generators, computers, and cabinets are anchored.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 2.5

6. Public Information: Develop earthquake preparedness programs for both children and adults and disseminate new information about seismic conditions and technology. Develop and execute a voluntary seismic upgrading program for private residences and provide information regarding the benefits and procedures for correcting structural and nonstructural hazards in residential structures.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: City General Fund

Time Frame: Yearly

Related Public Safety/Noise Element Policies: 2.5, 2.6

7. New Development Projects: For all development projects proposed in Brawley, require a site-specific study to determine the shrink-swell potential and require appropriate mitigation measures to ensure structural integrity and protect public safety. In addition, review all projects to ensure compliance with the existing and regularly amended seismic design provisions for Seismic Zone 4 of the Uniform Building Code.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees/Developer

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 2.1, 2.5

8. Proposed Development Along New River: For development projects proposed on sites adjacent in the New River channel, require a site-specific study of the river deposits to determine the settlement and liquefaction potential. Require appropriate mitigation measures to ensure structural integrity and protect public safety. In addition, require a study of existing and/or potential slope problems by a qualified geotechnical engineer or geologist and require mitigation measures based on the results of the study and current grading codes.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees/Developer

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 2.1, 2.5

9. Safe Bridges: Coordinate with the County of Imperial Public Works Department, Southern Pacific Railroad, and Caltrans to identify and correct any structural deficiencies of bridges and overpasses that traverse the City of Brawley.

Responsible Agency: Public Works

Funding Source: City General Fund/County of Imperial/Southern Pacific Railroad/Caltrans

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 2.8

10. Update Seismic Guidelines and Requirements: Review and periodically update all City guidelines and requirements regarding seismic and other geologic conditions to reflect new information and technology. In addition, incorporate new seismic information into the periodic review of the City's Emergency Preparedness Plan.

Responsible Agency: Economic and Community Development/Public Works/Building Department

Funding Source: City General Fund

Time Frame: Every Two Years

Related Public Safety/Noise Element Policies: 2.2, 2.5, 2.7

11. Graded Slopes: Develop planting, irrigation, and drainage guidelines to be implemented for all slopes.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 2.9

12. Irrigation Canals: Evaluate proposed irrigation canals and other elevation-sensitive structures to determine if the structures will be affected by the continuing ground subsidence affecting the entire Imperial Valley.

Responsible Agency: Public Works/Imperial Irrigation District

Funding Source: City General Fund/Imperial Irrigation District

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 2.2

HAZARDOUS AND TOXIC MATERIALS

13. Avoid Dangers Related to Hazardous Materials: To protect Brawley residents from dangers related to hazardous materials:

- Coordinate with the County and other responsible agencies to establish effective policies that specify conditions for safe transportation, storage, disposal, and use of hazardous materials;
- Implement applicable portions of the County's Hazardous Materials Area Plan and monitor future updates of the plan;
- Obtain copies of Business Plans prepared by local operations using hazardous materials pursuant to the state Emergency Right-to-Know Act. Use the information contained in the Business Plans to compile a data base for emergency situations;
- Identify and enforce specified transportation routes for the conveyance of hazardous materials; and
- Coordinate with railroad and truck operators to identify potential hazards from the transport of toxic materials and to develop and implement measures to reduce risks.

Responsible Agency: Economic and Community Development/Public Works/
Fire Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 3.1, 3.2, 3.3, 3.4, 3.6, 3.7, 3.9,
3.10, 3.11

14. Household Hazardous Materials: To control the storage and disposal of household hazardous materials, adopt a Hazardous Household Waste Plan that addresses education of local residents, health hazards of household hazardous materials, and regular household hazardous waste disposal programs.

Responsible Agency: Public Works/Fire Department

Funding Source: Solid Waste Fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 3.5, 3.8

15. Avoid Hazards from New Development: Attempt to ensure that commercial, industrial, and agricultural operations will not potentially affect public and environmental health by performing the following steps during the development review process:

- Develop and implement development standards for the storage of hazardous materials to minimize damage caused by leaks or ruptures in storage tanks;
- Ensure that required permits from responsible agencies are obtained for projects entailing the production, storage, transportation, use, or disposal of hazardous materials;
- Provide a safe distance between land uses involving the production, storage, transportation, use, or disposal of hazardous materials and other land uses that may be adversely affected by such activities;
- Require development projects to conform to the regulations of the National Pollution Discharge Elimination System Permits; and
- Where new residential development is proposed next to agricultural uses, assess the threat of resident exposure to

agricultural materials, chemicals and require development designs to minimize exposure.

Responsible Agency: Economic and Community Development/Public Works/Fire Department

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 3.3, 3.6, 3.7, 3.10, 3.11, 3.12

16. Contaminated Sites: Report all suspected contaminated sites to the County Department of Health Services and the Regional Water Quality Control Board.

Responsible Agency: Economic and Community Development/Public Works/Fire Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 3.1, 3.13

FIRE

17. Fire Protection: Promote fire prevention through:

- Coordination with the Public Works Department and the Fire Department in their review of minimum fire flow and distribution requirements for new development;
- Adoption and implementation of Uniform Fire Code provisions and amendments for special applications in Brawley reflecting special topographic, geologic, and climatic conditions; and
- Public education and information programs to disseminate information regarding potential fire hazards related to residential, commercial, industrial, and agricultural uses and fire prevention measures to minimize risks.

Responsible Agency: Economic and Community Development/Public Works/Fire Department/Building Department

Funding Source: Project Review Fees/City General Fund

Time Frame: Ongoing

EMERGENCY PREPAREDNESS PLANNING/DISASTER RESPONSE

18. Promote Responsiveness: Promote public agency responsiveness to emergency situations through:

- Periodic review and update of emergency plans, including the City's Emergency Preparedness Plan, and coordination with other jurisdictions in implementing those plans;
- Coordination with other jurisdictions, including the County of Imperial and the Federal Emergency Management Agency, in the collection, processing, and dissemination of technical information;
- Regular practice of the City's Emergency Preparedness Plan in a simulated setting;
- City employee training sessions in emergency response and management skills;
- Preparation of a recovery plan for reconstruction of essential services and facilities in the event of an emergency;
- Development of needed resources and identification of available sources of funding for emergency response;
- Maintenance of an emergency operation center in City Hall/Fire Department/Police Department;
- Coordinate with airport officials to improve strategies to effectively handle aircraft accidents and other airport emergency situations; and
- Establishment and implementation of procedures for prioritizing services and assistance provided and requested by mutual aid organizations.

Responsible Agency: Fire Department/Police Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 5.1 - 5.4

19. Promote Public Emergency Preparedness: Maximize emergency preparedness among Brawley residents through support and sponsorship of public emergency preparedness and disaster response programs among local community groups, schools, churches, and business associations.

Responsible Agency: Fire Department/Police Department

Funding Source: City General Fund

Time Frame: Yearly

Related Public Safety/Noise Element Policies: 5.3, 6.3

20. Minimize Long-Term Disaster Effects: Minimize personal injury, property damage, civil disruption, and economic or social dislocation as the result of a disaster through (a) periodic inspection of vital facilities for structural and operational deficiencies and correction of deficiencies; (b) design and maintain vital facilities in a manner to maximize their ability to remain functional during and after disasters; (c) assistance to property and business owners in orderly and efficient reconstruction activities subject to funding constraints; and (d) apply for state and federal disaster relief funds under appropriate circumstances.

Responsible Agency: Building Department/Public Works

Funding Source: City General Fund, Project Review Fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 5.1, 6.1, 6.2, 6.4, 6.5

AIRCRAFT OVERFLIGHTS

21. Airport Overlay: To minimize the risk of aircraft overflight incidents and potential human endangerment, include an Airport Overlay in the City Zoning Ordinance that will:

- Establish height limitations on structures around the airport in accordance with Federal Aviation Regulations Part 77;
- Restrict other hazards to flight within areas underlying the approach and transitional surfaces;
- Restrict types of land uses within runway protection zones;
- Prohibit residential uses in areas where CNEL is greater than 65 dBA; and

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- Require structural noise level reduction by 25 dBA for single- and multi-family residential units in areas where CNEL is 60 to 65 dBA.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: 1993-1994

Related Public Safety/Noise Element Policies: 7.1, 7.4

22. Monitor Airport Land Use Compatibility Plan: Review and comment on all future updates of the Airport Land Use Compatibility Plan prepared by the Imperial County Airport Land Use Commission to assure that occupants of existing and planned land uses will not be endangered by airport activity. Encourage resident and City involvement in County committees related to airport operations.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 7.2, 7.3

23. Protect Utility of Planned Runway Extension: The City plans to extend the airport runway to the east approximately 0.5 mile. The area to the east of the runway extension is County unincorporated area. To ensure that development in the County area does not interfere with planned airport uses, monitor development proposals and request the County to implement the development standards of the Airport Overlay.

Responsibility Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 7.1, 7.3, 7.4

TRANSPORTATION NOISE CONTROL

24. Roadway Improvement Projects: The principal method of protecting sensitive land uses from traffic noise is the construction of noise barriers in concert with road improvement projects. Where necessary to mitigate identified adverse significant noise impacts, the City will request the inclusion

of sound walls, earthen berms, or other acoustical barriers as part of any Caltrans roadway project.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: Caltrans, Proposition 111 funds

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 8.5

25. Vehicle Noise Control: To minimize or reduce noise impacts on residential and other sensitive land uses, the City will:

- Enforce and periodically update truck and bus movements and routes and reduce impacts to sensitive areas;
- Implement the Circulation Plan established in the Infrastructure Element. The Circulation Plan is designed to converge traffic on major roadways and minimize noise impacts to residential areas.
- Promote coordination between City Police and the California Highway Patrol to enforce the speed limits and State Motor Vehicle noise standards.

Responsible Agency: Public Works/Police Department/Economic and Community Development Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Standards: 8.6, 8.7, 8.8

26. Rail Line Noise Control: The principal methods of protecting sensitive land uses from rail vehicle noise are the construction of noise barriers, reduction of vehicle speed, the use of well-maintained welded track, rubberized crossings, and whistle blowing procedures. The City will work with Southern Pacific Railroad to achieve these methods of noise protection for residential and other sensitive uses.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: Southern Pacific Railroad, City General Fund, Developers

Time Frame: Ongoing

Related Public Safety/Noise Element Standards: 8.3, 8.4

27. Aircraft Noise: To reduce the impact of aircraft noise on City urban uses, the City will:

- Participate in the planning processes for the Brawley Municipal Airport to determine noise contours, appropriate flight patterns, and appropriate land use and zoning;
- Prohibit the construction of new residential uses where noise exposure exceeds 65 dB; and
- Consider future noise exposure from the planned airport expansion project when reviewing proposed development projects in the vicinity of the airport.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund, County

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 8.1, 8.2

NON-TRANSPORTATION NOISE CONTROL

28. Noise Ordinance Update: The City will update its Noise Ordinance to reduce excessive noise from site-specific sources. The revisions will incorporate the policies and plans of the Public Safety/Noise Element and address the following subjects:

- Construction activity;
- Truck traffic;
- Loading and unloading operations, (e.g., lawnmowers, blowers, trimmers);
- Landscape activity;
- Interior noise standards; and
- Exterior noise standards.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: 1994

Related Public Safety/Noise Element Policies: 9.1, 9.2

29. Noise Ordinance Review: Following the update of the Noise Ordinance, (see Program Number 5), the City shall periodically review its Noise Ordinance, policies, and regulations affecting noise sources in order to conform with changes in legislation and/or technologies, and to address new community noise issues.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 9.1

30. Occupational Safety and Health Noise Standards: City departments will comply with all state and federal OSHA noise standards and all new equipment purchases shall comply with state and federal noise standards.

Responsible Agency: Office of City Manager

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 9.3, 9.4

NOISE AND LAND USE PLANNING INTEGRATION

31. Compatibility Standards Application: Through the Site Plan Review process, the compatibility standards described in Tables PSN-3 and PSN-4 of the Public Safety/Noise Element will be applied to new development proposals. To meet the standards, the City will apply mitigation measures where necessary such as building orientation and acoustical barriers.

Responsible Agency: Economic and Community Development

Funding Source: Development fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 10.1, 10.3, 10.4

32. Noise Insulation: Interior and exterior noise levels for proposed new development shall be required to meet the California Noise Insulation Standards (Title 24 of the California Administrative Code). These standards shall also be applied to all single family developments and condominium conversion projects where feasible.

Responsible Agency: Economic and Community Development

Funding Source: Development fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 10.1, 10.2, 10.6

33. Acoustical Analysis: For new sensitive land uses proposed within Noise Impact Areas identified in the Noise Plan or in close proximity to commercial or industrial uses, acoustical analysis reports shall be prepared by a qualified acoustical engineer. Acoustical analysis reports shall also be prepared for new commercial and industrial uses proposed in or adjacent to residential areas. Based on the conclusions of the report, the City will require mitigation measures to reduce excessive noise exposure where necessary.

Responsible Agency: Economic and Community Development

Funding Source: Development fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: 10.4, 10.5, 10.6, 10.7, 10.8

ECONOMIC DEVELOPMENT ELEMENT IMPLEMENTATION

The Implementation Program provides strategies to implement the policies and plans identified in the Economic Development Element. This Implementation Program for economic development acts as a guide for the City officials, City staff, and the community in making daily decisions related to economic development in Brawley, subject to practical funding constraints. The Implementation Program is a series of actions, procedures, and techniques designed to carry out Economic Development Element policy. The implementation programs described below are intended to direct the City's efforts in improving overall economic conditions.

FISCAL STRENGTH AND STABILITY

1. Land Use Policy Map: The Land Use Policy Map will be periodically reviewed to ensure that adequate and appropriately located land is designated and available for the development of industrial and commercial businesses. If necessary, consider amendments to the Land Use Policy Map to ensure that land is available and designated for uses that allow the City to expand and diversify its economic base.

Responsible Agency: Economic and Community Development Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Economic Development Element Policies: 1.2, 1.3, 5.3

2. Brawley Economic Development Commission: The City will support the efforts of the Brawley Economic Development Commission (BEDC) to promote Brawley as primary location in the Imperial Valley for industrial, commercial, recreational and residential growth.

Responsible Agency: Economic and Community Development Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Economic Development Element Policies: 1.1, 1.4

3. Infrastructure Improvement: The financing methods identified in the Infrastructure Element Implementation Program will be used to improve and expand public facilities necessary to support economic development and growth.

Responsible Agency: Economic and Community Development Department/
Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related Economic Development Element Policies: 2.1

BUSINESS PROMOTION

4. Promotion of Economic Growth: The City will concentrate its efforts on the following activities to promote economic growth and development:

- 1) Pursue development of diversified light industrial, agricultural services, food/beverage processing, and warehousing/distribution development in the northeast portion of the planning area around the airport, Southern Pacific Railway and the new SR 111 realignment;
- 2) Pursue the attractions of industry that supports the development and use of geothermal energy resources;
- 3) Evaluate the feasibility of a trucking service center in the northeast portion of the planning area as part of future industrial development or at the future SR 111/SR 78 intersection in the easterly portion of the planning area;
- 4) Aggressively pursue institutional users (such as educational, state, federal, utility, financial processing, and medical institutions) to locate in Brawley by marketing inexpensive land, water availability, low utility costs, and underutilized workforce, affordable housing and a quality community in which to live;
- 5) Evaluate the feasibility of a traveller commercial center at the future intersection of SR111/SR 78 in the easterly portion of the planning area;
- 6) Aggressively market Brawley to regional and national tourists visiting the desert or travelling to the Colorado River and other recreational areas;

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- 7) Target commercial land along SR 86 in the southwest portion of the planning area for larger discount retail uses that might have the potential to draw customers from northern El Centro; and
 - 8) Evaluate the feasibility of creating a low cost public events venue, such as the rodeo grounds to hold special events for city and regional residents and tourists.

Responsible Agency: Economic and Community Development Department

Funding Source: General Fund/Community Redevelopment Agency

Time Frame: Ongoing

Related Economic Development Element Policies: 3.1-3.10, 4.1-4.4, 5.1-5.2, 7.2

PROMOTION OF DOWNTOWN BUSINESS DISTRICT

5. Downtown Business District: The City will promote the revitalization and growth of the downtown business district through the following efforts:

- 1) Continue the redevelopment of downtown and the linkage of the commercial district on Main Street east and west of the Southern Pacific Railroad Line;
- 2) Designate the downtown business district as a special study area for consideration of the preparation of a Specific Plan to manage future development and redevelopment of the district (the Land Use Element provides a more detailed description of the Special Study area);
- 3) Use signage, landscaping, and public improvements to create a path and gateway that can draw travellers from the future intersection of SR 111/SR 78 into downtown Brawley on Main Street; and
- 4) Encourage the preservation of residential neighborhoods in close proximity to the downtown business district, along with rehabilitation of older housing and development of new housing, to support the district's commercial retail and service businesses.
- 5) Study the feasibility of anchoring both ends of downtown with larger scale commercial or office developments.

Responsible Agency: Economic and Community Development Department

Funding Source: General Fund/Community Redevelopment Agency

Time Frame: Ongoing

Related Economic Development Element Policies: 6.1-6.6

BALANCED EMPLOYMENT AND HOUSING

6. Residential Development: The City will ensure that the Housing Element policy is utilized to address the demand for housing that results from the introduction of new jobs into the community.

Responsible Agency: Economic and Community Development Department

Funding Source: General Fund

Time Frame: Ongoing

Related Economic Development Element Policies: 7.1

GLOSSARY

CITY OF BRAWLEY
GENERAL PLAN

January 1995

GLOSSARY

The following set of terms are used in the General Plan and can be defined as noted. Certain terms are also defined within individual elements.

Access - A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

Acres, Net - The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

ADT - Average daily trips made by vehicles on persons in a 24-hour period.

Air Basin - One of 14 self-contained regions of California minimally influenced by air quality in contiguous regions.

Air Pollutant Emissions - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Pollution - The presence of contaminants in the air in concentrations that exceed naturally occurring quantities and are undesirable or harmful.

Air Quality Standards - The prescribed (by the Environmental Protection Agency and the California Air Resources Board) level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

ALUC - Airport Land Use Commission.

Ambient Noise Level - The overall of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Animal Control - A service provided by or contracted for by local government under which animals constituting a potential nuisance or health problem are captured, retained, and disposed.

Annexation - The incorporation of a land area into an existing city with a resulting change in the boundaries of that city.

Application For Development - The application form(s) and all accompanying documents and exhibits required of an applicant by an approving authority for development review by governmental agency(s).

Aquifer - An underground bed or layer of earth, gravel or porous stone that contains water.

Archaeological Site - Land or water areas which show evidence of human, plant or animal activity, usually dating from periods of which only vestiges remain.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

Assisted Housing - Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

A-Weighted Decibel (dBA) - A numerical method of rating human judgement of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

Base Flood Elevation - The highest elevation, expressed in feet above sea level, of the level of flood waters expected to occur during a 100-year flood (i.e., a flood that has 1 percent likelihood of occurring in any given year).

Benefit Assessment District - An area within a public agency's boundaries which receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets And Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility) - A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility) - A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility) - A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways - A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Blight - A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Buffer - A strip of land designated to protect one type of land use from another with which it is incompatible. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones such as a multi-family housing zone between single family housing and commercial uses.

Building - Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods or materials of any kind or nature.

California Environmental Quality Act (CEQA) - A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

California Housing Finance Agency (CHFA) - A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans - California Department of Transportation.

Capital Improvement Program (CIP) - A proposed timetable or schedule of all future capital improvements (government acquisition of real property, major construction project, or acquisition of long lasting, expensive equipment) to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project. Capital improvement programs are usually projected five or six years in advance and should be updated annually.

Census - The official decennial enumeration of the population conducted by the federal government.

City - City, with a capital "C," generally refers to the government or administration of a city. City, with a lower case "c" may mean any city, or may refer to the geographical area of a city (e.g., the city's bikeway system.)

Clean Air Act - Federal legislation establishing national air quality standards.

Clustered Development - Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Community Development Block Grant (CDBG) - A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for nonentitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District (CFD) - Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL) - The average equivalent sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. See also "A-Weighted Decibel."

Community Redevelopment Agency (CRA) - A local agency created under California Redevelopment Law, or a local legislative body which has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Compatibility - The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts are intended to achieve compatibility within the district. Some elements affecting compatibility include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or the presence of hazardous materials. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

Condominium - A building, or group of buildings, in which units are owned individually, and the structure, common areas and facilities are owned by all the owners on a proportional, undivided basis.

Congestion Management Plan (CMP) - A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

Congregate Care Housing - Generally defined as age-segregated housing built specifically for the elderly which provides services to its residents, the minimum of which is usually an on-site meal program, but which may also include housekeeping, social activities, counseling, and transportation. There is generally a minimum health requirement for acceptance into a congregate facility as most do not offer supportive health care services, thus differing from a nursing home. Residents usually have their own bedrooms and share common areas such as living rooms, dining rooms, and kitchens; bathrooms may or may not be shared.

Conservation - The management of natural resources to prevent waste, destruction or neglect.

Cooperative - A group of dwellings or an apartment building that is jointly owned by the residents, the common ownership including the open space and all other parts of the property. The purchase of stock entitles the buyer to sole occupancy, but not the individual ownership of a specified unit.

Council of Governments (COG) - A regional planning and review authority whose membership includes representation from all communities in the designated region. The Southern California Association of Governments (SCAG) and the San Bernardino Association of Governments (SANBAG) are examples of COGs in Southern California.

Coverage - The proportion of the area of the footprint of a building to the area of the lot on which it stands.

CRA - Community Redevelopment Agency.

Critical Facility - Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cumulative Impact - As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

opment proposal and other major actions which significantly affect the environment.

Essential Facilities - Those facilities whose continued functioning is necessary to maintain public health and safety following a disaster. These facilities include fire and police stations, communications facilities, emergency operation centers, hospitals, administrative buildings, and schools designated as mass care shelters. Also included are key transportation facilities and utility facilities such as water supply, sewage disposal, gas storage facilities and transmission lines, and electric generation stations and transmission lines.

Exaction - A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fault, Active - A fault that has moved within the last 11,000 years and which is likely to move again within the next 100 years.

Fault, Inactive - A fault which shows no evidence of movement in the last 11,000 years and no potential for movement in the relatively near future.

Fault, Potentially Active - A fault that last moved within the Quaternary Period (the last 2,000,000 to 11,000 years) before the Holocene Epoch (11,000 years to the present); or a fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

FEMA - Federal Emergency Management Agency.

FHWA - Federal Highway Administration.

Finding(s) - The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Flow - A rate of water flow that should be maintained to halt and reverse the spread of a fire.

Flood Insurance Rate Map (FIRM) - For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain - A lowland or relatively flat area adjoining the banks of a river or stream which is subject to a one percent or greater chance of flooding in any given year (i.e., 100-year flood).

Flood, Regulatory Base - Flood having a one percent chance of being equalled or exceeded in any given year (100-year flood).

Floodway - The channel of a watercourse or river, and portions of the flood plain adjoining the channel, which are reasonably required to carry and discharge the base flood of the channel.

Floor Area Ratio (FAR) - The gross floor area of all buildings on a lot divided by the lot area; usually expressed as a numerical value (e.g., a building having 5,000 square feet of gross floor area located on a lot of 10,000 square feet in area has a floor area ratio of .5:1).

FmHA - Farmers Home Administration.

Franchise Fee - A fee paid to a governmental entity for the exclusive right to provide a service or market a product within the jurisdictional area of the governmental entity.

General Plan - A legal document which takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "A balance of land use types within the city").

Grade - The degree of rise or descent of a sloping surface.

Greenbelt - An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

Ground Failure - Mudslide, landslide, liquefaction or the compaction of soils due to ground shaking from an earthquake.

Ground Shaking - Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

Group Quarters - A dwelling that houses unrelated individuals.

Growth Management - Techniques used by government to control the rate, amount and type of development.

Habitat - The physical location or type of environment in which an organism or biological population lives or occurs.

HCD - State Department of Housing and Community Development.

HDC - Non-profit Housing Development Corporation.

HMDA - Home Investment Partnership Act.

HOME - Home Investment Partnership Act.

HOPE - Homeownership for People Everywhere.

Hazardous Materials - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals and nuclear fuels.

Historic Area - A district, zone or site designated by local, state or federal authorities within which buildings, structures and places are of basic and vital importance due to their association with history, or their unique architectural style and scale, or their relationship to a square or park, and therefore should be preserved and/or developed in accord with a fixed plan.

Household - According to the Census, a household is all persons living in a dwelling unit whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income - The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and upper income for that household size, based on their position relative to the regional median income.

Housing Affordability - Based on State and Federal standards, housing is affordable when the housing costs are no more than 30 percent of household income.

Housing Unit - A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

HUD - U.S. Department of Housing and Urban Development.

Human Services - The programs which are provided by the local, state, or federal government to meet the health, welfare, recreational, cultural, educational, and other special needs of its residents.

Implementation Measure - An action, procedure, program, or technique that carries out general plan policy.

Income Categories - Four categories for classifying households according to income based on the median income for each County. The categories are as follows: Very Low (0-50% of County median); Low (50-80% of County median); Moderate (80-120% of County median); and Upper (over 120% of County median).

Infrastructure - The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

Intensity - A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or dwelling units per acre of land for residential development (also called "density").

Intersection - Where two or more roads cross at grade.

Issue - A problem, constraint, or opportunity requiring community action.

Jobs/Housing Balance; Jobs/Housing Ratio - The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute of employed persons; less than 1.0 indicates a net out-commute of employed persons.

Joint Powers Authority (JPA) - A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Landfill - A site for solid waste disposal.

Landscaping - Planting--including trees, shrubs, and ground covers--suitably designed, selected, installed, and maintained as to enhance a site or roadway.

Land Use - A description of how land use is occupied or used.

Land Use Plan - A plan showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational and other public and private purposes or combination of purposes.

Landslide - A general term for a falling or sliding mass of soil or rocks.

LIHPRHA - Low Income Housing Preservation and Resident Homeownership.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Agency Formation Commission (LAFCo) - A five or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Lot - The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

LOS - Level of Service.

Manufactured Housing - Residential structures which are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD).

Median Income - The annual income for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half are below.

Mineral Resource - Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mining - The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Mitigate, - To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mobile Home - A structure, transportable in one or more sections, which is at least 8 feet in width and 32 feet in length, which is built on a permanent chassis and designed to be used as a dwelling unit, with or without a permanent foundation when connected to the required utilities.

Modular Unit - A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units

on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called Factory-built Housing and regulated by State law of that title.

National Environmental Policy Act (NEPA) - An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program - A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act - A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

Noise - Any undesired audible sound.

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized to describe community noise exposure.

Non-attainment - The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Use - A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use.

Non-Domestic Water - Water consisting of but not limited to, a combination of treated wastewater and intercepted surface stream flow, supplemented by other waters including potable water.

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated or reserved for public or private use or enjoyment.

Ordinance - A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overcrowding - As defined by the Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches.

Parcel - A lot or tract of land.

Planning and Research, Office of (OPR) - A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area - The Planning Area is the land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence which encompasses land both within the City Limits and potentially annexable land.

Planning Commission - A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

PM-10 - Fine particulate matter arising from such sources as road dust, diesel soot, abrasion of tires and brakes, and wind storms, that is smaller than 10 microns in diameter.

Policy - Statements guiding action and implying clear commitment found within each element of the general plan (e.g., "Provide incentives to assist in the development of affordable housing").

Pollution - The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Program - A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the general plan.

Reclaimed Water - Degraded water that has been treated or improved to allow its continued use.

Recreation, Active - A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive - Type of recreation or activity which does not require the use of organized play areas.

Redevelopment - Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense, redevelopment is a process in which existing development and use of land is replaced with newer development and/or use.

Regional - Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

Regulation - A rule or order prescribed for managing government.

Rehabilitation - The upgrading of a building previously in a dilapidated or substandard condition, for human habitation or use.

Restoration - The replication or reconstruction of a building's original architectural features, usually describing the technique of preserving historic buildings.

Retrofit - To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Rezoning - An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Right-of-Way - A strip of land acquired by reservation, dedication, prescription or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

Risk - The danger or degree of hazard or potential loss.

Sanitary Landfill - The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer - A system of subterranean conduits which carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (which carry surface water) and septic tanks or leech fields (which hold refuse liquids and waste matter on-site).

Sanitary Sewer Collection Line- Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

SCAG - Southern California Association of Governments.

Seiche - An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic - Caused by or subject to earthquakes or earth vibrations.

Sensitive Species - Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game according to Section 3 of the Federal Endangered Species Act. Endangered - any species in danger of extinction throughout all, or a significant portion of, its range. Threatened - a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are, therefore, referred to as "federally listed" species.

Septic System - A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available.

Sewer Treatment Plant - A man-made facility designed to treat and improve the quality of effluent to permit discharge into the natural environment.

Significant Effect - A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Site - A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Site Plan - The development plan for one or more lots on which is shown the existing and proposed conditions of the lot including: topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

Slope - Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil - The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access - A property owner's right to have the sunlight shine on his/her land.

Solid Waste - Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in land fills or incinerated.

Solid Waste Recycling - The process by which solid waste is reduced to raw materials and transformed into useful products.

Special District - A district created by act, petition or vote of the residents for a specific purpose with the power to levy taxes.

Special Needs Groups - Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under State planning law, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farmworkers and the homeless.

Specific Plan - Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence - The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standard Metropolitan Statistical Area (SMSA) - A county or group of contiguous counties which contains at least one city of 50,000 inhabitants or more, or twin cities of a combined population of at least 50,000.

Standards - (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Stationary Source - A non-mobile emitter of pollution.

Storm Sewer Collection Lines - A pipe or conduct used to collect and carry away storm water runoff from the generating source to receiving storms.

Structure - Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision - The division of a lot, tract or parcel of land that is the subject of an application for subdivision.

Subdivision Map Act - Division 2 (Sections 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subsidence - The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes.

Subsidize - To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substantial - Considerable in importance, value, degree, or amount.

Survey - The process of precisely ascertaining the area, dimensions and location of a piece of land.

Topography - Configuration of a surface, including its relief and the position of natural and man-made features.

Transit - The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transportation Demand Management (TDM) - A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM) - Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

Trip - A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination).

Truck - A heavy motor-driven vehicle used to transport large volumes of materials and goods along highways and other major roadways.

Uniform Building Code (UBC) - A national, standard building code which sets forth minimum standards for construction.

Units At-Risk of Conversion - Housing units that are currently restricted to low-income housing use and will become unrestricted and possibly be lost as low-income housing.

VMT - Vehicle Miles Traveled.

Water Course - Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine or wash in which water flows in a definite channel, bed and banks, and includes any area adjacent thereto subject to inundation by reason of overflow or flood water.

Water Lines and Distribution - A pipe or conduit system for the collection and distribution of potable water from the source of supply to the consumer.

Water Plant - A man-made facility designed to treat and improve the quality of water, and to produce potable water for human use and consumption.

Wetland - An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Zoning - A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

Zoning District - A geographical area of a city zoned with uniform regulations and requirements.

Zoning Map - The officially adopted zoning map of the city specifying the location of zoning districts within all geographic areas of the city.

Zoning Ordinance

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Zoning

Article I. General Provision

Sec. 27.1. Authority. The ordinance codified in this chapter is adopted pursuant to authority granted to cities by Title 7, Division I, Chapter 4, Article 2, Section 65850 of the Government Code. (State Planning and Zoning Law).

Sec. 27.2. Short title. The ordinance codified in this chapter shall be known as the "Brawley Zoning Ordinance."

Sec. 27.3. Replacement of previous ordinance. The provisions of this chapter, insofar as they are substantially the same as the provisions of any ordinance or portions of any ordinance repealed by the ordinance codified in this chapter, shall be construed as restatements and continuations thereof, and not as new enactments.

Sec. 27.4. Purpose. The purpose of this chapter is to classify, designate, regulate and restrict the use of land, buildings and other structures so as to ensure that the goals and objectives of the General Plan are realized, and to ensure protection and enhancement of the public health, safety and general welfare. It is the further purpose of this chapter to designate sufficient land within the city for residential, commercial, industrial, agricultural, open space and recreational uses. The further purpose of this chapter is to ensure adequate provision of community facilities and utilities, such as streets, schools, parks, water, and sewage disposal facilities, which in turn will promote the city as a wholesome, serviceable, and environmentally attractive community in which to live and work.

The relationship between the Brawley General Plan land use designations and zone districts are listed in Table 27.4. This table indicates how properties citywide should be zoned to be consistent with the land use policy map. The table shows nine of the ten General Plan Land Use categories (Transportation Corridor has been omitted) and the 19 zoning categories.

Sec. 27.5. Prohibition. No person or persons shall use any premises in any zone except as hereinafter specifically permitted by this chapter, and subject to all the regulations and conditions enumerated in this chapter. Wherever this chapter prohibits the "use" of any premises for any purpose, such premises, and any building, structure, or improvement located on such premises shall not be used, occupied, altered or improved for any such prohibited purpose, and no building, structure or improvement on such premises shall be erected, constructed, established, maintained, allowed to remain, altered, moved onto or enlarged which is designed, arranged, or intended to be occupied or used for any prohibited purpose.

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Table 27.4
Relationship of Zoning Categories and General Plan Designations

GENERAL PLAN LAND USE DESIGNATIONS	ZONING CATEGORIES													
	R-A Residential Agricultural	R-E Residential Estates	R-1 Residential Single Family	R-2 Residential Low Density	MHS Mobilehome Subdivision	R-3 Residential Medium Density	MHP Mobilehome Park	PD Planned Development	C-P Service and Professional	C-1 Neighborhood Commercial	C-2 Medium Commercial	C-3 Heavy Commercial	M-1 Light Manufacturing	M-2 Heavy Manufacturing
Agricultural														
Rural Residential	•	•						•						
Low Density Residential			•	•	•			•						
Medium Density Residential				•	•	•	•	•						
Commercial								•	•	•	•	•		
Industrial								•					•	•
Light Industrial/Business Park								•					•	
Open Space								•						•
Public Facilities								•						•

Note: Zoning categories are from existing Zoning Ordinance and may be modified or amended in the future.

Sec. 27.6. Minimum requirements of this chapter. In interpreting and applying the provisions of this chapter, they shall be held to be the minimum requirements for the promotion of the public health, safety, comfort, convenience, morals and general welfare.

Sec. 27.7. Replacement of other ordinances. The provisions of this chapter shall not be deemed or construed to repeal, amend, modify, alter or change any other ordinance or any part thereof not specifically repealed, amended, modified, altered or changed herein, except in such particulars or matters as this chapter is more restrictive than such other ordinance, or part thereof; and that in all particulars where this chapter is not more restrictive, each such other ordinance shall remain in full force and effect.

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Sec. 27.8. Compliance with other ordinances and laws. Nothing in this chapter shall be construed to authorize the use of any lot or parcel of land in violation of this chapter or any other applicable statute, ordinance or regulation.

Sec. 27.9. Reference to any portion of this chapter. Whenever reference is made to any portion of this chapter, or of any other law or ordinance, the reference applies to all amendments and additions now or hereafter made.

Sec. 27.10. Severability. If any provision, or portion of any provision, of this or the application thereof to any person or circumstances is held invalid, the remainder of the chapter and the application of such provision to other persons or circumstances shall not be affected thereby.

Sec. 27.11. Continuation of previously granted variances. All variances previously granted pursuant to the provisions of Ordinance No. 638 shall be deemed to legally continue in effect under Sections 27.270 through 27.293 (Variances and Conditional Use Permits) of this chapter, and shall be subject to all the conditions and provisions governing such variances upon the effective date of the ordinance codified in this chapter.

Sec. 27.12. Continuation of previously granted conditional use permits. All conditional use permits previously granted pursuant to the provisions of Ordinance No. 638 shall be deemed to legally continue in effect under Sections 27.270 through 27.293 (Variances and Conditional Use Permits) of this chapter, and shall be subject to all the conditions and provisions governing such conditional use permits upon the effective date of the ordinance codified in this chapter.

Sec. 27.13. Continuation of existing nonconforming uses. Any use established or conducted, or any building or improvement lawfully existing as a nonconforming use prior to the effective date of the ordinance codified in this chapter pursuant to Ordinance No. 638, shall be deemed to be lawfully continued under this chapter and in determination of the termination date established by this chapter shall be computed from the original date said use became nonconforming under Ordinance No. 638.

Sec. 27.14. License approval continued. The rights granted by any previously issued permit, license or other approval under any ordinance repealed by the ordinance codified in this chapter shall not be affected by such shall not be affected by such repeal, but such rights shall hereafter be exercised in accordance with the provisions of this chapter.

Sec. 27.15. Violations of previously adopted ordinance. Any use established or conducted, or any building or improvement existing, in violation of Ordinance No. 638, upon the effective date of the ordinance codified in this chapter shall

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not be deemed to have acquired the status of a nonconforming use by virtue of the adoption of this chapter or any provision thereof. To the extent that such use, building, or improvement was a violation of Ordinance No. 638, or any ordinance, statute, or law, or is a violation of this chapter, it shall be deemed to be a continuing violation.

Sec. 27.16. Administration and enforcement. The planning director is hereby vested with the duty of administering and enforcing this chapter.

Sec. 27.17. Delegation of power or duty by the commission. Whenever by Ordinance an administrative power is granted to or an administrative duty imposed upon the commission, the commission may authorize or instruct the city staff to exercise such administrative power, or perform such administrative duty.

Sec. 27.18. Assumption of power or cure of public officer. Whenever a power is granted to or a duty imposed upon a public officer by this chapter, the power may be exercised or the duty may be performed by the commission, a deputy of the public officer, or a person authorized, pursuant to law or ordinance, by said officer, unless this chapter specifically provides otherwise.

Sec. 27.19. Adherence to other applicable ordinances. The provisions of other applicable state and city statutory and ordinance provisions shall be observed and compliance rendered with the more stringent regulations taking precedence.

Sec. 27.20. Publicly owned property acquisition. When the city council, pursuant to Chapter 3, Title 7 of the Government Code, approves the acquisition of any square, park or other public ground or open space by any public entity, it may in its approval designate for what purpose and to what extent said property may be used.

Sec. 27.21. Use of publicly owned property. When the city council so approves the acquisition of publicly owned property, such property may be used for any use designated pursuant to this article by the city council in addition to those permitted in the zone in which such property is located.

Sec. 27.22. Environmental guidelines. The City of Brawley will utilize locally adopted guidelines to implement the provisions of the California Environmental Quality Act (CEQA) and State CEQA Guidelines.

Section 27.23 to 27.29. Reserved.

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Article II. Definitions.

Sec. 27.30. Applicability. For the purpose of carrying out of the intent of this chapter, the words, phrases and terms included herein shall be deemed to have the meaning ascribed to them in this article.

Sec. 27.31. "A".

Abandonment means to cease or discontinue a use or activity without intent to resume, but excluding temporary or short-term interruptions to a use or activity during periods of remodeling, maintaining, or otherwise improving or rearranging a facility, or during normal periods of vacation or seasonal closure.

Abut or abutting means the same as adjoining.

Access means the place, or way by which pedestrians and vehicles shall have safe, adequate and usable ingress and egress to a property or use as required by this chapter.

Accessory use means a use customarily incidental to, related and clearly subordinate to a principal use established on the same lot or parcel of land, which accessory use does not alter said principal use or adversely affect other properties in the area.

Adjacent means two or more lots or parcels of land separated only by an alley, street, highway or recorded easement, or two or more objects that lie near or close to each other.

Adjoining means two or more lots or parcels of land sharing a common boundary line, or two or more objects in contact with each other.

Adult uses/terminology (The definition of adult uses specifies the following types of establishments.)

Adult arcade means an establishment where, for any form of consideration, one or more motion picture projectors, slide projectors, or similar machines for viewing by five or fewer persons each are used to show films, motion pictures, video cassettes, slides, or other photographic reproductions that are characterized by an emphasis upon the depiction or description of specified sexual activities or specified anatomical areas. (See the end of the list of adult-use establishments for the ordinance's definition of "specified sexual activities" or "specified anatomical areas.")

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Adult bookstore means an establishment that has as a substantial portion of its stock-in-trade and offers for sale, for any form of consideration, any one or more of the following: 1) books, magazines, periodicals, or other printed matter, or photographs, films, motion pictures, video cassettes, slides, or other visual representations that are characterized by an emphasis upon the depiction or description of specified sexual activities or specified anatomical areas; or 2) instruments, devices, or paraphernalia that are designed for use in connection with specified sexual activities.

Adult cabaret means a nightclub, bar restaurant, or similar establishment that regularly features live performances that are characterized by the exposure of specified anatomical areas or by specified sexual activities, or films, motion pictures, video cassettes, slides, or other photographic reproductions in which a substantial portion of the total presentation time is devoted to the showing of material that is characterized by an emphasis upon the depiction or description of specified sexual activities or specified anatomical areas.

Adult motion picture theater means an establishment where, for any form of consideration, films, motion pictures, video cassettes, slides, or similar photographic reproductions are shown and in which a substantial portion of the total presentation time is devoted to the showing of material characterized by an emphasis on the depiction or description of specified sexual activities or specified anatomical areas.

Adult theater means a theater, concert hall, auditorium, or similar establishment characterized by (activities featuring) the exposure of specified anatomical areas or by specified sexual activities.

Massage parlor means an establishment where, for any form of consideration, massage, alcohol rub, fomentation, electric or magnetic treatment, or similar treatment or manipulation of the human body is administered, unless such treatment or manipulation is administered by a medical practitioner, chiropractor, acupuncturist, physical therapist, or similar professional person licensed by the state. This definition does not include an athletic club, health club, school, gymnasium, reducing salon, spa, or similar establishment where massage or similar manipulation of the human body is offered as an incidental or accessory service.

Sexual encounter establishment means an establishment other than a hotel, motel, or similar establishment offering public accommodations, which, for any form of consideration, provides a place where two or more persons may congregate, associate, or consort in connection with specified sexual activities or the exposure of specified anatomical areas. This definition does not include an establishment where a medical practitioner,

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psychologist, psychiatrist, or similar professional person licensed by the state engages in sexual therapy.

Specified anatomical areas as used herein, specified anatomical areas means and includes any of the following: 1) less than completely and opaquely covered human genitals, pubic region, buttocks, anus, or female breasts below a point immediately above the top of the areolae; or 2) human male genitals in a discernibly turgid state, even if completely and opaquely covered.

Specified sexual activities as herein, specified sexual activities means and includes any of the following: 1) the fondling or other erotic touching of human genitals, pubic region, buttocks, anus, or female breasts; 2) sex acts, normal or perverted, actual or simulate, including intercourse, oral copulation, or sodomy; 3) masturbation, actual or simulated; or 4) excretory functions as part of or in connection with any of the activities set forth in subdivisions 1 through 3 of this subsection.

Agriculture (see also farm) means the use of land for agricultural purposes, including farming, dairying, pasturage agriculture, horticulture, floriculture, viticulture, and animal and poultry husbandry and the necessary accessory uses for packing, treating, or storing the produce; provided, however, that the operation of any such accessory uses shall be secondary to that of normal agricultural activities.

Alteration means any change, addition, or modification in construction or occupancy of an existing structure.

Alley means an unnamed public or private right-of-way less than forty feet wide which affords a means of vehicular access to the side or rear of properties abutting a street or highway.

Amendment means a change in the wording, context or substance of this chapter, or a change in the zoning maps, which are part of this chapter when adopted by ordinance of the city council in the manner prescribed by law.

Animal hospital means an institution specializing in giving clinical, temporary, and emergency services of a medical or surgical nature to animals.

Apartment house means a building, or a portion of a building, designed or used for occupancy by three or more families living independently of each other, and containing three or more dwelling units.

Area means net area unless otherwise specified.

Zoning

Area, net means that area of a lot or parcel of land exclusive of:

1. Public alleys, highways or streets;
2. Proposed public facilities such as alleys, highways, streets or other necessary public sites when included within a proposed development project; or
3. Other public or private easements when the owner of the servient tenement does not have the right to use the entire surface of the land.

Assessor means the assessor of the county of Imperial.

Automobile dismantling yard means any premises used for the dismantling or wrecking of vehicles required to be registered under the Vehicle Code of the State of California including the buying, selling or dealing in such vehicle or the integral parts or component materials thereof, and the storage, sale or dumping of dismantled, partially dismantled or wrecked inoperative vehicles. Automobile dismantling shall not include the incidental storage of inoperative or disabled vehicles in connection with the legal operation of an automobile repair garage, automobile body and fender repair shop or automobile impound yard.

Automobile impound yard means facilities designated or maintained by a governmental agency for the temporary storage of vehicles legally removed or impounded by a peace officer from public or private property as prescribed by law.

Sec. 27.32. "B".

Bachelor apartment means two or more connecting guest rooms which do not contain cooking facilities and are designed, used or intended to be used, rented or hired out as living accommodations for any person as a single living unit.

Bar (or cocktail lounge) means any premises wherein alcoholic beverages are sold at retail for consumption on the premises and minors are excluded by law. It shall not mean a premises wherein such beverages are sold in conjunction with the sale of food for consumption on the premises and the sale of said beverages comprises less than 25 percent of the gross receipts.

Basement means that portion of a building between floor and ceiling, which is partly below and partly above grade, but so located that the vertical distance from grade to the floor below is less than the vertical distance from grade to ceiling.

Zoning

Building means any structure having a roof supported by columns or by walls and intended for the shelter, housing or enclosure of persons, animals, chattel or property of any kind.

Building, accessory means a detached subordinated building, the use of which is customarily incidental to that of the main building or to the principal use of the land and which is located on the same lot or parcel of land with the main building or principal use of the land.

Building coverage means the percent of lot area which may be covered by all the footprints of buildings or structures on a lot.

Building height means the vertical distance from the grade to the highest point of the coping of a flat roof, or to the deck line of a mansard roof, or to the average height of the highest gable of a pitch or hip roof.

Building, main means a building in which is conducted a principal use of the lot or parcel of land upon which it is situated. In a residential or agricultural zone any dwelling shall be deemed to be a main building upon the lot or parcel of land on which it is situated.

Sec. 27.33. "C".

Carport means a permanently roofed structure with not more than two enclosed sides, used or intended to be used for automobile shelter.

Cellar means that portion of a building between floor and ceiling which is wholly or partly below grade and so located that the vertical distance from grade to the floor below is equal to or greater than the vertical distance from grade to ceiling.

Cemetery means land used or intended to be used for the burial or interment of the dead and dedicated for cemetery purposes. Cemetery includes columbaria and mausoleums, and may include mortuaries and chapels when operated in conjunction with and within the boundary of such cemetery.

Centerline means a line established by the city engineer as the centerline of a street, alley, right-of-way, or easement. For the purposes of this ordinance, where a proposed centerline is designated on an official survey map, the proposed centerline shall be deemed to be the official centerline. Centerlines established by the county surveyor or county engineer, where such is applicable, shall be deemed to be official centerlines.

Child care center means a facility which provides non-medical care to children in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual on less than a 24-hour basis.

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Children's home means one or more buildings used for the semi-permanent twenty-four-hour care of orphans or other children deprived of parental care, operated by a public agency or a philanthropic or charitable organization, but shall not include commercial enterprises operated by such organizations or a correctional institution.

City means the city of Brawley.

City Council means the legislative body of the City of Brawley.

Club, country means a private club organized and operated for social purposes and possessing outdoor recreational facilities such as golf courses, tennis courts or polo grounds.

Club, private means any building or premises used by an association of persons, whether incorporated or unincorporated, organized for some common purpose, but not including a group organized solely or primarily to render a service customarily carried on as a commercial enterprise.

Cocktail lounge (see Bar).

Code means the code of the city of Brawley.

Coffee house means any premises where coffee is sold at retail for consumption on the premises.

Commercial center means a group of commercial establishments planned, constructed, and managed as a total entity with customer and employee parking provided on-site.

Commission means the planning commission of the city of Brawley.

Communication equipment building means a building housing operational mechanical or electronic switching equipment of a telephone or similar communication system, and personnel necessary for operation of such equipment.

Conditional use means a use that would not be appropriate generally or without restriction throughout the zoning district but which, if controlled as to number, area, location, development and operating conditions, or relation to the neighborhood, would not be detrimental to public health, safety, or general welfare.

Condominium means an estate in real property consisting of an undivided interest in common of a portion of a parcel of real property together with a separate interest in space in a residential, commercial or industrial building on such real property, such as an apartment, office or store.

Contiguous means the same as adjoining.

Zoning

Convalescent home means the same as rest home.

Convenience store means a local retail store of small size that sells items generally necessary or desirable for everyday living, such as prepackaged food products, household items, and other goods.

Council means the city council of the city of Brawley.

County means the county of Imperial.

Court means an open, unoccupied space, bounded on two sides by the walls of a building. An inner court is a court entirely enclosed within the exterior walls of a building. All other courts are outer courts.

Crematorium means a building with a furnace for cremating dead bodies.

Sec. 27,34, "D",

Dairy means any premises where three or more cows or goats, or any combination thereof equaling three or more animals, are kept or maintained for the purpose of producing milk.

Density means the number of dwelling units permitted per net acre of land.

Detached living quarters means the same as guest house.

Duplex means the same as dwelling, two-family.

Dwelling, multiple means a building or portion thereof, designed for occupancy by two or more families living independently of each other, and containing two or more dwelling units.

Dwelling, one-family means a detached building designed or used exclusively for occupancy by one family and containing one dwelling unit.

Dwelling, two-family means a building designed or used exclusively for occupancy by two families and containing two dwelling units.

Dwelling unit means one or more rooms in a building or portion thereof, designed, intended to be used or used for occupancy by one family for living and sleeping quarters, and containing only one kitchen.

Zoning

Sec. 27.35. "E".

Easement means the right of a person, government agency, or public utility company to use public or private land owned by another for a specific purpose.

Explosives means any explosive substance, having a power equal to or greater than that of ordinary black powder, including but not limited to blasting caps, detonating, fulminating or electric caps, gun powder and dynamite, but shall not include fixed ammunition for small arms.

Expressway means a divided multi-lane major arterial street for through traffic with access and intersection control.

Sec. 27.36. "F".

Family means a person or persons, related by blood, marriage or adoption, living together as a single housekeeping unit in a dwelling unit. Family shall also include a group of not more than five persons, including roomers but not servants, unrelated by blood, marriage or adoption, when living together as a single housekeeping unit in a dwelling unit.

Family day care home means a home which regularly provides care, protection, and supervision of six or fewer children (small family day care home) or 7 to 12 children (large family day care home), including children under the age of 10 years who reside at the home, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away.

Farm or farmland (see also agriculture) means a parcel of land in one ownership that is used primarily for the commercial, soil-dependent cultivation of agricultural crop production and/or for the raising of livestock. The term "one ownership" shall include an individual, corporation, business trust, estate, trust, partnership, association, or two or more persons having a joint or common interest in the land.

Flea market means an occasional or periodic sales activity held within a building, structure, or open area where groups of individual sellers offer goods, new and used, for sale to the public, not to include private garage sales.

Floor area means the total horizontal area of all the floors of a building measured from the exterior surface of the outside walls including all floors below ground level but exclusive of vent shafts and courts.

Floor area ratio means the numerical value obtained through dividing the above-ground floor area of a building or buildings by the total area of the lot or parcel of land on which such building or buildings are located.

Zoning

Freeway means a highway in respect to which the owners of adjoining lands have no right or easement of access to or from their adjoining lands, or in respect to which such owners have only limited or restricted right or easement of access and which is declared to be such in compliance with the Streets and Highway Code of the State of California, including principal roadways, interchange roadways connecting one freeway with another, and ingress and egress ramps connecting the freeway with other streets or highways, but not including frontage roadways.

Funeral home means a building or part thereof used for human funeral services. Such building may contain space and facilities for: a) embalming and the performance of other services used in preparation of the dead for burial; b) the performance of autopsies and other surgical procedures; c) the storage of caskets, funeral urns, and other related funeral supplies; and d) the storage of funeral vehicles, but shall not include facilities for cremation. Where a funeral home is permitted, a funeral chapel shall also be permitted.

Sec. 27.37. "G".

Garage means any building, with not less than three enclosed sides, which is used or intended to be used for automobile shelter or storage.

Geothermal means having to do with heat generated in the interior of the earth.

Glare means a sensation of brightness within the visual field that causes annoyance, discomfort, or less in visual performance and visibility.

Grade, ground-level means the average level of the finished ground surface surrounding a building, measured at the center of all walls of the building.

Gradient means the rate of vertical change of a ground surface expressed as a percentage figure and determined by dividing the vertical distance by the horizontal distance.

Granny flat (see also Second unit) means an attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons. A second unit includes permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated.

Guest house means living quarters located within an accessory building located on the same premises with a main building and occupied solely by members of the family, temporary guests or persons regularly employed on the premises. Such quarters shall have no kitchen and shall not be rented or otherwise used as a separate dwelling unit.

Zoning

Sec. 27.38. "H".

Halfway house means a licensed home for inmates on release from more restrictive custodial confinement or initially placed in lieu of such more restrictive custodial confinement, wherein supervision, habilitation, and counseling are provided to mainstream residents back into society, enabling them to live independently. Such placement is pursuant to the authority of the State Department of Corrections.

Handicapped means a person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration.

Hazardous substances means any substances or materials that by reason of their toxic, caustic, corrosive, abrasive, or otherwise injurious properties, may be detrimental or deleterious to the health of any person handling or otherwise coming into contact with such material or substance.

Height (See Building Height).

Heliport means any helicopter landing area used, designed or intended to be used for the receiving or discharging of passengers and cargo, and includes any appurtenant facilities for passengers, cargo, or for the servicing, repair, shelter or storage of helicopters.

Highway means a parkway, major or secondary highway or freeway.

Highway, major means a major highway designated as such in the circulation Element of the General Plan of the county of Imperial.

Highway, Secondary means a secondary highway shown as such in the Circulation Element of the General Plan of the county of Imperial.

Hog Ranch means any premises where three or more weaned hogs are kept or maintained.

Home occupation means an occupation, profession, activity, or use that is clearly a customary, incidental, and secondary use of a residential dwelling unit and which does not alter the exterior of the property or affect the residential character of the neighborhood.

Hospital means an institution providing physical or mental health services, inpatient or overnight accommodations, and medical or surgical care of the sick and injured. Hospital includes sanitarium and sanitorium.

Zoning

Hotel means any building or portion of any building with access provided through a common entrance, lobby or hallway to six or more guest rooms, having no cooking facilities, and which rooms are designed, intended to be used or are used, rented or hired out as temporary or overnight accommodations for guests.

Household pet means any domesticated animal commonly maintained in residence with man.

Sec. 27.39, "I."

Industrial center means a group of industrial establishments planned, constructed, and managed as a total entity with customer and employee parking provided on-site.

Industrial park means a planned, coordinated development of a tract of land with two or more separate industrial buildings. Such development is planned, designed, constructed, and managed on an integrated and coordinated basis with special attention given to on-site vehicular circulation, parking, utility needs, building design and orientation, and open space.

Industry, heavy means a use engaged in the basic processing and manufacturing of materials or products predominately from extracted or raw materials, or a use engaged in storage of, or manufacturing processes using flammable or explosive materials, or storage or manufacturing processes that potentially involve hazardous or commonly recognized offensive conditions.

Industry, light means a use engaged in the manufacture, predominantly from previously prepared materials, of finished products, or parts, including processing, fabrication, assembly, treatment, packaging, incidental storage, sales and distribution of such products, but excluding basic industrial processing.

Sec. 27.40, "J"

Junk and salvage yard means any premises used for the keeping or storage of junk, including but not limited to iron and scrap metals, paper, rags, glass, wood and similar materials, and shall include the dismantling of machinery or the storage or keeping for sale of parts and equipment resulting from dismantling or wrecking operations on said property or elsewhere. Junk and salvage yard shall also include the baling of cardboard, cardboard boxes, paper and paper cartons.

Sec. 27.41, "K"

Kitchen means any space within a building designed, intended to be used or used for the cooking or the preparation of food.

Zoning

Sec. 27.42. "L".

Land reclamation project means a project established to restore otherwise unsuitable land to useful purposes through the use of fill materials such as rubbish, waste, soil and other unwanted materials. Land reclamation project includes a dump or waste disposal facility.

Landscaping means the planting and maintenance of some combination of trees, shrubs, vines, ground covers, flowers or lawns. In addition, the combination or design may include natural features, such as rock and stone and structural features, including but not limited to fountains, reflecting Pools, art works, screens, walls, fences and benches.

Lot means:

1. A parcel of real property which is shown as a lot in a subdivision recorded as a final map with a number or other designation, on a plat recorded in the office of the county recorder of Imperial County, or
2. A parcel of land, the dimensions or boundaries of which are defined by a record of survey recorded pursuant to the provisions of the Subdivision Map Act of the State of California, in the office of the county recorder of Imperial County, or
3. A parcel of land registered under the Land Title Law (Torrens Title), and held under separate ownership from adjacent property on the effective date of the ordinance codified in this title.

Lot area means the total area, measured in a horizontal plane, included within the lot lines of a lot or parcel of land.

Lot, corner means a lot or parcel of land situated at the intersection of two or more streets and/or highways, which streets or highways have an angle of intersection, measured within said lot or parcel of land, of not more than one hundred thirty-five degrees.

Lot coverage means the area of a site covered by buildings or roofed areas, excluding allowed projecting eaves, balconies, and similar features.

Lot depth means the horizontal distance measured between the midpoints of the front and rear lot lines.

Lot, interior means a lot or parcel of land other than a corner lot.

Zoning

Lot, key means an interior lot adjoining the rear lot line of a reversed corner lot.

Lot line, front means a line separating an interior lot from a street or highway, or a line separating the narrower street frontage of a corner lot from the street or highway.

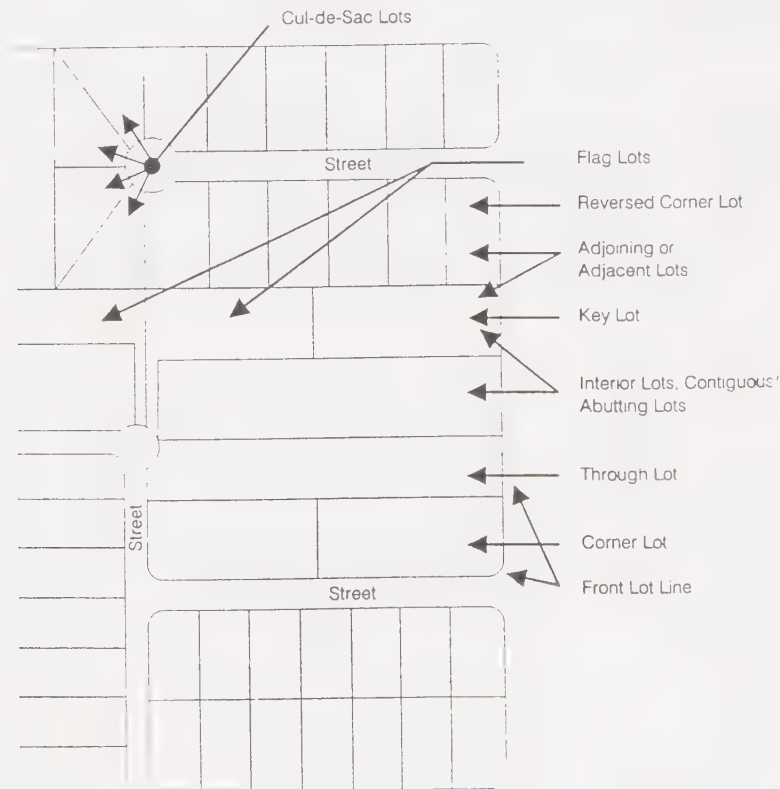
Lot line, rear means a lot line which is opposite and most distance from the front lot line. For a triangular or gore-shaped lot, the rear lot line shall mean a line ten feet in length within the lot which is parallel to the front lot line, or parallel to the chord of a curved front lot line, and at the maximum distance from the front lot line.

Lot line, side means any lot boundary line which is not front lot line or a rear lot line.

Lot, reversed corner means a corner lot, the side lot line of which is substantially a continuation of the front lot line of a lot or parcel of land which adjoins the rear lot line of said corner lot.

Lot, through means an interior lot having a frontage on two streets and/or highways.

Lot width means the horizontal distance between the side lot lines measured at right angles to the lot depth line at a distance midway between the front and rear lot lines.



Zoning

Sec. 27.43, "M".

Manufactured housing (see also mobile home) means a factory-build, single-family structure that is manufactured under the authority of 42 U.S. Code Sec. 5401, the National Manufactured Home Construction and Safety Standards act, is transportable in one or more sections, is built on a permanent chassis, and is used as a place of human habitation; but which is not constructed with a permanent hitch or other device allowing transport of the unit other than for the purpose of delivery to a permanent site, and which does not have wheels or axles permanently attached to its body or frame.

Medical clinic means any facility providing physical or mental health service and medical or surgical care of the sick or injured, but shall not include inpatient or overnight accommodations. Medical clinic includes health center, health clinic and doctor's offices.

Mobile home means a residential dwelling unit at least twelve feet in width and designed to be movable on its own wheels and capable of being placed either on a permanent foundation or on other approved supports.

Mobilehome park means any lot or parcel of land where mobile home spaces are rented or leased for the placement of two or more mobilehomes, regardless of whether or not a charge is made for such accommodations.

Mobilehome subdivision means a subdivision of land with lots or parcels created for the purpose of locating individual mobilehomes on each lot or parcel.

Motel means one or more buildings containing guest rooms or dwelling units, with one or more such rooms or units having a separate entrance leading directly from the outside of the building or from an inner court. Such facilities are designed, used or intended to be used, rented or hired out for temporary or overnight accommodations for guests, and are offered primarily to automobile tourists or transients by signs or other advertising media. Motel includes auto courts, motor lodges, tourist courts and motor hotels.

Motorhome means a self-propelled vehicle, designed or used for human habitation, and constructed to travel on public thoroughfares in accordance with the Vehicle Code of the State of California.

Motor vehicle means a self-propelled device by which any person or property may be propelled, moved, or drawn upon a street or highway, excepting a device moved by human power or used exclusively upon stationary rails or tracks.

Zoning

Sec. 27.44. "N".

Nonconforming use means any use of land or property that was lawfully established and in compliance with all applicable ordinances and laws at the time this ordinance codified in this chapter or any amendment thereof became effective, but which, due to the application of this chapter or any amendment thereto, no longer complies with all of the applicable regulations and standards of the zone in which the use is located.

Nonconforming structures means any structure or improvement that was lawfully established and in compliance with all applicable ordinances and laws at the time the ordinance codified in this chapter or any amendment thereto became effective, but which, no longer complies with all of the applicable regulations and standards of the zone in which the structure or improvement is located.

Nursery school means a school providing day care for pre-elementary school age children.

Sec. 27.45. "O".

Open space means an area that is intended to provide light and air, and is designed for either environmental, scenic, or recreational purposes. Open space may include, but is not limited to, lawns, decorative planting, walkways, active and passive recreation areas, playgrounds, fountains, swimming pools, wooded areas, and water courses. Open space shall not be deemed to include driveways, parking lots, or other surfaces designed or intended for vehicular travel.

Open space, common means open space within or related to a development, not in individually owned lots or dedicated for public use, but which is designed and intended for the common use or enjoyment of the residents of the development.

Open space, private means an open space area held in private ownership, the use of which is normally limited to the occupant of a single dwelling unit or building.

Ordinance means an ordinance of the city of Brawley.

Outdoor advertising or billboard means the use of a sign or signs soliciting public support or directing public attention to the sale, lease, hire or use of any objects, products, services or functions which are not produced, sold or otherwise available on the premises where such sign is erected or maintained.

Outdoor seating means an area directly adjacent to a building which includes seating for patrons or other persons using the building.

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Sec. 27.46. "P".

Parcel of land means a contiguous quantity of land in the possession of, or owned by, or recorded as the property of, the same claimant or person.

Parking space means an area of not less than one hundred eighty square feet (or 112.5 square feet for compact car spaces), designed for the parking of one motor vehicle, that has access from a public street or alley.

Parking space, handicapped means a parking space designated specifically for vehicles driven by the handicapped with dimensions conforming to Uniform Building Code requirements for a handicapped parking space.

Parkway means a parkway designed as such in the Circulation Element of the General Plan of the County of Imperial, or in the City of Brawley General Plan Circulation Element.

Person means any individual, firm, copartnership, joint venture, association, social club, fraternal organization, corporation, estate, trust, business trust, receiver, syndicate, district, political subdivision, foreign country or any other group of combination acting as a unit.

Pet means an animal that is tamed or domesticated and kept as a companion or treated with fondness.

Petroleum bulk plant means any premises used for the wholesale distribution and storage of gasoline, oil or petroleum products, but shall not include the storage of liquid petroleum gas, a tank farm, or be connected to a pipe constituting, in effect, a petroleum terminal.

Planning agency means an entity or entities, such as the Planning Commission and the Planning Director identified by the City Council of the City of Brawley assigned with responsibility to carry out the planning functions of the City of Brawley.

Planning Commission means a group of at least seven individuals appointed by the City Council of the City of Brawley to carry out specific planning functions prescribed by City ordinance(s).

Planning Director means the Director of Planning for the City of Brawley.

Project means the entire parcel of real property, including all structures thereon, all or part of which, undergoes or is proposed to undergo construction, demolition, or a change in ownership status.

Zoning

Public utility service center means any buildings or premises used for the office, warehouse, storage yard, or maintenance garage of a public utility including microwave repeater stations when incorporated as a part of the service yard use.

Sec. 27.47, "Q".

Quarry means any place on a lot or parcel of land where dirt, soil, sand, gravel, rock, clay, decomposed granite or other similar material is removed by excavation or otherwise. Quarry shall include mining operations for the removal of ores, precious stones, or other solid materials.

Sec. 27.48, "R".

Recreational/entertainment center means a building or part of a building devoted to recreational activities, including video games, pinball machines, table games, and other similar forms of entertainment.

Recreational vehicle means a travel trailer, motorhome or truck camper and is a vehicle designed to be operated or towed on public thoroughfares in accordance with the provisions of the State Vehicle Code.

Recreational vehicle park means a lot or parcel where two or more recreational vehicles are stored or occupied as temporary residences, regardless of whether or not a charge is made for such accommodations.

Residence means one or more rooms designed, used or intended to be used as permanent living quarters for a family and not as temporary or overnight accommodations.

Rest home means a home offering or providing lodging, meals, nursing, dietary or other personal services to convalescents, invalids or aged persons but does not include surgery or the care of persons with contagious or communicable diseases. Rest home includes convalescent home and home for the aged.

Right-of-way means a strip of land occupied or intended to be occupied by a street, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, shade trees, or other special use.

Room means an unsubdivided portion of the interior of a dwelling, excluding bathrooms, kitchens, closets, hallways, and service porches.

Room, guest means one room which does not contain cooking facilities and is designed, used or intended to be used as temporary sleeping accommodations for any person.

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Roominghouse and boardinghouse means a lodging house, or other building or structure maintained, advertised or held out to the public as a place where sleeping or rooming accommodations are furnished to the whole, or any part of the public whether with or without meals. Roominghouse includes fraternity and sorority houses.

Sec. 27.49. "S".

Sanatorium and sanatorium means the same as hospital.

Second unit means an attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons. A second unit includes permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated.

Service station means any premises where gasoline and other petroleum products are sold and/or light maintenance activities such as engine tuneups, lubrication, minor repairs, and carburetor cleaning are conducted. Service stations shall not include premises where heavy automobile maintenance activities such as engine overhauls, automobile painting, and body fender work are conducted.

Setback means the required minimum horizontal distance between the building line and the related front, side, or rear property line.

Shopping center means a group of three or more commercial establishments planned, constructed, and managed as a total entity with customer and employee parking provided on-site.

Story means that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. Story includes a basement, but not a cellar.

Story, half means a story with at least two of its opposite sides situated immediately under a sloping roof, with the floor area of said story not in excess of two-thirds of the floor area of the floor immediately below it.

Street means a public or private right-of-way, other than a parkway, major or secondary highway, freeway, or alley, whose function is to carry vehicular traffic and/or provide vehicular access to abutting Property.

Structure means anything constructed or erected, which requires a fixed location on the ground, or its attached to something having a fixed location on the ground.

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Structure, advertising means a structure existing, erected or maintained to serve exclusively as a stand, frame or background for the support or display of signs.

Sec. 27.50, "T".

Trailer means a vehicle designed for carrying persons or property on its own structure and for being drawn by a motor vehicle. Trailer includes semi-trailers.

Sec. 27.51, "U".

Use means construction, establishment, maintenance, alteration, moving onto, enlargement, operation or occupancy.

Sec. 27.52, "V".

Variance means a legal exception to the Zoning Ordinance granted to a person whose property, due to unusual size, shape, topography, location or surroundings, would be denied privileges enjoyed by other properties in the vicinity if the zoning ordinance provisions were strictly interpreted. A variance runs with the property and it normally transfers to a new owner upon sale or transfer of rear property. A variance cannot be granted for property which authorizes a use or activity which is not otherwise expressly authorized by City zoning regulations governing the property.

Sec. 27.53, "W".

Writing means any form of message recorded in English and capable of visual comprehension.

Sec. 27.54, "X". No definitions.

Sec. 27.55, "Y".

Yard means an open space on a lot or parcel of land, other than a court, unoccupied and unobstructed by a building from the ground upward.

Yard, front means a yard extending across the full width of the lot or parcel of land. The depth of a required front yard shall be a specified horizontal distance between the front lot line, where the front lot line is coterminous with the street line of a fully widened street or highway, or the ultimate street line of a partially widened street or highway, and a line parallel thereto on the lot or parcel of land.

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Yard, rear means a yard extending across the full width of the lot parcel of land. The depth of a required rear yard shall be a specified horizontal distance between the rear lot line and a line parallel thereto on the lot or parcel of land.

Yard, side means a yard extending from the required front yard, or the front lot line where no front yard is required, to the required rear yard or to the rear lot line where no rear yard is required. The width of a required side yard shall be a specified horizontal distance between each side lot line and a line parallel thereto on the lot or parcel of land. Where a side yard shall be a specified horizontal distance between the side lot line on the street or highway side, where said lot line is coterminous with the street line of a fully widened street or highway, or the ultimate street line of a partially widened street or highway, and a line parallel thereto on the lot or parcel of land.

Sec. 27.56, "Z".

Zero lot line means the location of a building on a lot in such a manner that one or more of the building's sides rests directly on a lot line.

Section 27.57 - 27.59. Reserved.

Zoning

- (2) The lot has been held in undivided ownership at all times since the recording of said final map.

Sec. 27.62. Prezoning of areas prior to annexation. The prezoning of areas prior to annexation by the City provides local implementation of the authority granted cities by Section 65859 of the Government Code.

Sec. 27.63. Prezoning procedure. Prior to annexing any property to the city, the city council shall prezone the property to the zoning classification consistent with the General Plan Land Use Element. Prior to taking final action on the prezoning of any property, the council shall request the planning commission to provide a recommendation on which zoning classification should be applied to which properties. The planning commission and city council shall hold public hearings on the proposed prezoning plan prior to taking any official action. The city clerk shall notify persons whose property will be affected by the prezoning action as required by Sections 65090 and 65091 of the Government Code.

Sec. 27.64. Effective date of zoning. The zoning classifications adopted pursuant to this article for prezoning of property adjoining the city shall become effective at the same time as the annexation of such property to the city becomes effective.

Section 27.65 to 27.69, Reserved.

Zoning

Article IV. Standards of Use and Development

Sec. 27.70. Residential Districts. Residential Districts included in this chapter are as follows:

- (a) Zone R-A (Residential-Agricultural). Zone R-A is established to provide for subdivisions with large lots which are compatible with agricultural areas in and adjacent to the city. In order to encourage single-family development in rural areas adjacent to the existing urban areas, provisions are included to allow the maintenance of limited agricultural pursuits. Additional accessory uses, necessary and incidental to single-family developments, are also permitted.
- (b) Zone R-E (Residential-Estate). Zone R-E is established to provide for subdivisions with large lots which are compatible with all single-family residential areas in the city. In order to encourage single-family development in rural areas adjacent to the existing urban areas, provisions are included to allow the maintenance of limited agricultural pursuits. Additional accessory uses, necessary and incidental to single-family developments, are also permitted.
- (c) Zone R-1 (Single-family Residential). Zone R-1 is established to provide for residential areas to be developed exclusively for single-family dwellings. Additional accessory uses, necessary and incidental to single-family development, are also permitted.
- (d) Zone R-2 (Low Density Multiple-family Residential). Zone R-2 is established to provide for areas suitable to accommodate low density single-family and multiple-family residential developments. One-family and two-family dwellings may be established, subject to the size of the lot or parcel of land to be built upon.
- (e) Zone R-3 (Medium Density Multiple-family Residential). Zone R-3 is established to provide for areas suitable for location of medium-density residential developments in the form of apartment buildings and condominiums with limited height, and with provisions to support community services.
- (f) Zone MHS (Mobilehome Subdivision). Zone MHS is established in order to provide for areas where mobile homes can be placed as permanent dwelling units on individual lots, tracts, or parcels. By providing this zone where the economical housing provided by mobile homes can be made available to persons of all socio-

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economic groups, the City will implement the goals of the General Plan.

- (g) Zone MHP (Mobilehome Park). Zone MHP is established in order to provide for areas suitable for development of mobile home parks and travel trailer parks. By providing a zone where the economical housing provided by the mobile home or travel trailer can be made available to persons of all socio-economic groups, the City will implement the goals of the General Plan.

Sec. 27.71. Purpose. The residential zones are established to provide for residential districts of varying population densities for the location of single-family and multiple-family structures and mobilehomes. The necessary appurtenant and accessory structures and facilities are allowed in residential zones when associated with the primary residential use.

Sec. 27.72. Residential permitted uses, accessory uses, conditional uses, and prohibited uses. Permitted uses (uses permitted by right) in the Residential zoning districts are largely residential, but may include uses which are accessory to the residential use, such as recreational facilities and other uses clearly recognized as necessary to the primary residential use.

Certain uses may not be suitable in every location within residential districts and therefore require planning director or planning commission discretionary review through the conditional use permit process described in Section 27.270. Table 27.72 Uses by Residential Zoning District, lists those uses that are: (a) permitted by right; (b) permitted as accessory to the residential use; (c) permitted as conditional uses; and (d) prohibited in the residential zoning districts.

The planning commission may also permit other uses similar to the uses permitted by right in Table 27.72 that the commission finds to fall within the intent and purpose of these zones, that will not be more obnoxious or materially detrimental to the public welfare or to property in the vicinity of said uses, and which the commission finds to be of a comparable nature and of the same class as the uses permitted by right in Table 27.72.

Sec. 27.73. Residential development standards. General development standards for the residential zoning districts are provided in Table 27.73. These standards include (a) minimum lot size, (b) minimum lot width, (c) minimum lot depth, (d) minimum front yard setback, (e) minimum side yard setback, (f) minimum rear yard setback, (g) maximum building coverage, (h) maximum density, (i) maximum height, (j) off-street parking, (k) signs, (l) landscape, and (m) minimum building separation, and (n) accessory buildings. These provisions are intended to provide the minimum acceptable standards for development within the residential districts necessary to ensure quality development. The development standards are supplemented by special development standards described in Section 27.74.

Table 27.72
Uses by Residential Zoning District

RESIDENTIAL ZONING DISTRICTS USES	R-A	R-E	R-1	R-2	R-3	MHS	MHP
Academies of learning (private)	C	C	C	C	C	X	X
Access for other use not permitted in zone	X	X	X	X	X	X	X
Accessory buildings or structures(private garages/carports)	P	P	P	P	P	P	P
Agricultural crops	P	X	X	X	X	X	X
Agricultural crops (excluding roadside sales)	P	X	P	X	X	X	X
Agricultural crops for personal use	P	P	P	P	X	X	X
Apartment buildings	X	X	X	X	P	X	X
Carnivals	C*	C*	C*	C*	C*	X	X
Child care centers	C	C	C	C	C	X	X
Children's homes	X	X	X	X	C	X	X
Christmas tree/wreaths sales	X	X	X	X	C*	X	X
Church school facilities	C	C	C	C	C	X	X
Churchs, temples, house of religious worship	C	C	C	C	C	X	X
Club houses	X	X	X	X	A	X	A
Colleges and universities (exclude trade)	C	C	X	X	C	X	X
Communication equipment buildings	X	X	C	C	C	X	X
Condominium buildings	X	X	X	X	P	X	X
Convalescent hospitals, homes	X	X	X	X	C	X	X
Country Clubs	C	C	C	C	C	X	X
Crops, nursery stock (exclude roadside sales)	P	P	X	X	X	P	X
Double-wide mobile homes	P	P	P	P	P	P	P
Dwellings, single-family	P	P	P	P	P	X	X
Dwellings, two-family	X	X	X	P	P	X	X
Dwellings, multi-family	X	X	X	P	P	X	X
Educational, philanthropic, charitable institutions	X	X	X	X	X	X	X
Electric distribution substations, microwave facilities	C	C	C	C*	C*	C*	C*
Family day care homes, large (see Section 27.202)	P	P	P	X	X	X	X
Family day care homes, small	P	P	P	X	X	X	X
Fire stations	C	C	C	C	C	C	C
Flowers and vegetable gardens	P	P	P	P	P	P	P
Fraternal organizations	X	X	X	X	P	X	X
Fruit trees,nut trees,grape vines, orchard	P	P	X	X	X	X	X
Golf courses	C	C	C	C	C	X	X
Granny Flat	C	C	C	X	X	X	X
Guest houses	C*	C*	C*	X	X	X	X
Hatcheries, poultry or fowl	X	X	X	X	X	X	X
Hatching, raising, and fattening of animals	P	P	C*	X	X	X	X
Horses, cows, sheep, goats, rabbits and chickens for personal use	P	P	C	X	X	X	X
Hospita	X	X	X	X	C	X	X
Killing or dressing of animals for commercial	X	X	X	X	X	X	X
Libraries	C	C	C	C	C	X	X
Microwave stations	X	X	X	X	X	X	X
Mobile home park	X	X	X	X	X	X	P
Model homes	C*	C*	C*	C*	C*	X	X
Modular homes	P	P	P	X	X	X	X
Museums	C	C	C	C	C	X	X
Nursing homes/nursing care	C	X	X	X	C	X	X
Nursery schools	X	X	X	X	C	X	X

Key: P = Use permitted by right.
 PI = Use permitted by right indoors only.
 C* = Use requires Planning Director conditional use permit.

C = Use requires Planning Commission conditional use permit.
 X = Use is prohibited.
 A = Use permitted as accessory use only.

Table 27.72
Uses by Residential Zoning District
(cont'd)

RESIDENTIAL ZONING DISTRICT USES	R-A	R-E	R-1	R-2	R-3	MHS	MHP
Parking (supplemental for commercial)	C*	C*	C*	C*	C*	X	X
Police stations	C	C	C	C	C	X	X
Post office	X	X	X	X	X	X	X
Private greenhouses or horticultural collections	P	P	P	P	X	X	X
Radio and television stations and towers (35 ft max)	X	X	X	X	C	X	X
Real estate tract office	C*	C*	C*	C*	C*	X	X
Recreational vehicle parks	C	C	X	X	X	X	P
Rest homes	X	X	X	X	C	X	X
Retired Organizations	C	C	C	C	C	X	X
Rooming/boarding houses, including bed and breakfast	X	X	X	X	P	X	X
Schools-public and private	C	C	C	C	C	X	X
Second dwelling units (attached or detached)	C	C	C	X	X	X	X
Servants quarters	C*	C*	C*	X	X	X	X
Single family dwelling units	P	P	P	P	P	X	X
Single-wide mobile homes	X	X	X	X	X	P	P
Stations, bus, railroad and taxi	X	X	X	X	X	X	X
Storage sheds	A	A	A	A	A	A	A
Storage, construction materials public projects	C	C	C	C	C	C	X
Swimming pools	A	A	A	A	A	A	A
Telephone repeater stations	X	X	X	X	C	X	X
Tractor and other farm implement repair/service shops	X	X	X	X	X	X	X
Travel trailer park	X	X	X	X	X	X	P
Two family dwelling	X	X	X	P	P	X	X
Welding shops	X	X	X	X	X	X	X

Key:

P = Use permitted by right.

PI = Use permitted by right indoors only.

C* = Use requires Planning Director conditional use permit.

C = Use requires Planning Commission conditional use permit.

X = Use is prohibited.

A = Use permitted as accessory use only.

**Table 27.73
Residential Development Standards**

Development Standards (1)	Residential Zoning Districts						
	RA	RE	R-1	R-2	R-3	MHS	MHP(3)
(a) Minimum Lot Size (2)(4)(9)	1.0 acre	20,000 sf	6,000 sf	6,000 sf	7,500 sf	5,000 sf	45,000 sf
(b) Minimum Lot Width (2)(10)							
Standard Lot	75 ft-100 ft(8)	75 ft-100 ft(8)	50 ft-80 ft (8)	50 ft-80 ft(8)	50 ft-80 ft(8)	50 ft-80 ft(8)	150 ft/ 40 ft MH/30 ft RV
Cul-de-Sac Lot (at front setback line)	75 ft	75 ft	50 ft	50 ft	50 ft	30 ft	n/a
Flag Lot (at front setback line)	75 ft	75 ft	50 ft	50 ft	50 ft	50 ft	n/a
Flag Lot (for access extension)	20 ft	20 ft	20 ft	20 ft	30 ft	30 ft	30 ft
(c) Minimum Lot Depth (2)	n/a	n/a	n/a	n/a	n/a	75 ft	n/a
(d) Minimum Front Yard Setback (11)							
From Ultimate Street R-O-W	25 ft - 35 ft(8)	25 ft - 35 ft(8)	20 ft - 35 ft(8)	20 ft	15 ft	20 ft-30 ft(8)	20 ft-30 ft(8)
Flag Lot (from connection with access extension)	25 ft - 35 ft(8)	25 ft - 35 ft(8)	20 ft - 35 ft(8)	20 ft	15 ft	20 ft-30 ft(8)	20 ft-30 ft(8)
	25 ft - 35 ft(8)	25 ft - 35 ft(8)	20 ft - 35 ft(8)	20 ft	15 ft	20 ft-30 ft(8)	20 ft-30 ft(8)
(e) Minimum Side Yard Setback (12)							
Interior Side	7 ft - 10 ft	7 ft - 10 ft	5 ft	5 ft(17)	5 ft (6)	10 ft	10 ft
Street Side	7 ft - 10 ft	7 ft - 10 ft	10 ft	10 ft	10 ft (6)	10 ft	10 ft
Flag Lot	7 ft - 10 ft	7 ft - 10 ft	5 ft	5 ft	5 ft (6)	10 ft	10 ft
(f) Minimum Rear Yard Setback (13)							
Standard Lot	25 ft	25 ft	25 ft	25 ft	25 ft	20 ft	20 ft
Flag Lot and Cul-de-Sac Lot	25 ft	25 ft	25 ft	25 ft	25 ft	20 ft	20 ft
Adjacent to Alley or Street R-O-W	25 ft	25 ft	25 ft	25 ft	25 ft	20 ft	20 ft
(g) Maximum Building Coverage	55%	55%	55%	55%	65%	55% (14)	60% (14)
(h) Maximum Density	1 DU/acre	1 DU/20,000 sf	1 DU/6,000 sf	1 DU/3,000 sf and 2/DU per minimum lot of 6,000 sf	1 DU/2,500 sf	1 DU/5,000 sf	1 MH/2,500 sf 1 RV/1,500 sf
(i) Maximum Height							
Primary Structure	2 S/35 ft (5)	2 S/35 ft (5)	2 S/35 ft (5)	35 ft	35 ft	1 S/17 ft	1 S/17 ft
Accessory Structure	1 S/17 ft	1 S/17 ft	1 S/17 ft	1 S/17 ft	1 S/17 ft		
(j) Off-Street Parking	Refer to Article V Parking and Loading						
(k) Signs	Refer to Article VII Signs						
(l) Landscape	Refer to Section 27.181						
(m) Minimum Building Separation (16)	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft
(n) Accessory Buildings	Refer to Article VI Special Development Standards and Uses						

- Notes: (1) See Article II for definitions of development standards.
 (2) Development standard applies to proposed subdivisions of land.
 (3) Mobilehomes not on individual lots must comply with Title 25 standards
 (4) Net Area - means that area of a lot or parcel of land exclusive of Public alleys, highways or streets, Proposed public facilities such as alleys, highways, streets or other necessary public sites when included within a proposed development project; or Other public or private easement when the owner of the servient tenement does not have the right to use the entire surface of the land.
 (5) Whichever is less.
 (6) Add three feet for each story over two
 (7) Travel trailer or recreational vehicle space
 (8) Lot width and front yard setback requirements are based on required lot area as identified below

Lot Area (Square Feet)	Setback (Front Yard)	Minimum Required Width (Feet)	
		Interior Lots	Corner Lots
6,000 - 7,500	20'	50	55
7,501 - 9,000	25'	55	60
9,001 - 10,500	25'	60	65
10,501 - 12,500	25'	65	65
12,501 - 14,500	30'	70	70
14,501 - 16,500	30'	75	75
16,501 - and greater	35'	80	80

- (9) Refer to Sections 27.161 - 27.163
 (10) Refer to Section 27.165 Minimum Lot Width
 (11) Refer to Section 27.169 Specialized front yard requirements
 (12) Refer to Section 27.170 Specialized side yard requirements
 (13) Refer to Section 27.171 Specialized rear yards adjoining an alley
 (14) Accessory structures shall be included in the calculation for percent of area covered
 (15) 1,500 sf per DU for lots of 10,000 sf or less and 1,000 sf per DU for lots of more than 10,000 sf
 (16) May be less between main residential structure and carport.
 (17) An interior side yard setback of 0 (zero) feet may be used for subdivision tracts for zero lot line housing development if the remaining side yard for each lot in the subdivision is no less than 10 feet.

ft - feet sf - square feet S - story DU - Dwelling Unit R-O-W - Right-of-way
 N/A - Development standard not applicable to zoning district

Zoning

Section 27.74. Special development standards. Refer to Article VI (Special Development Standards and Uses) for applicable special residential development standards.

Section 27.75 to 27.79. Reserved.

Zoning

Sec. 27.80. Commercial Districts. Commercial Districts included in this chapter are as follows:

- (a) Zone C-P (Service and Professional). Zone C-P is established to provide areas for the development of certain business and professional offices and related uses in locations within or in close proximity to residential areas where such uses can conveniently serve the public. This zone would permit the development of light traffic generating uses to be located on heavily traveled highway frontages, or adjacent to commercial or industrial zones, in order to lessen the impact of the more dynamic uses on residential uses.
- (b) Zone C-1 (Neighborhood Commercial). Zone C-1 is established to provide for restricted neighborhood commercial needs. Business and professional offices and limited retail stores are permitted. Provisions are included to allow public educational institutions and the establishment of necessary public service facilities. The standards of development in Zone C-1 are designed to protect adjacent zones, promote orderly development and avoid the creation of traffic congestion within the neighborhood.
- (c) Zone C-2 (Medium Commercial). Zone C-2 is established to provide for the majority of the City's commercial needs. This zone would include the central business district where a wide range of retail and service establishments could be provided.
- (d) Zone C-3 (Heavy Commercial). Zone C-3 is established to provide areas for intense commercial activity serving the commercial needs of not only the City, but the region as well. This zone would permit the development of wholesale businesses.

Sec. 27.81. Purpose. The commercial zones are established to provide for areas where business may be conducted, goods sold and distributed, services rendered, government services offered, and such other activities as are related to the functioning of commercial area. The several commercial zones are intended to fulfill the need for all shopping areas. The standards of development are designed to make the various commercial areas compatible with adjacent developments to the maximum extent possible.

Sec. 27.82. Commercial permitted uses, accessory uses, conditional, and prohibited uses. Permitted uses (uses permitted by right) in the Commercial zoning districts are largely commercial service, retail, and wholesale oriented, but may include uses which are accessory to the commercial use, such as a public facility and other uses clearly recognized as necessary to the primary commercial use.

Zoning

Certain uses may not be suitable in every location within commercial districts and therefore require planning director or planning commission discretionary review through the conditional permit process described in Section 27.270. Table 27.82 Uses by Commercial Zoning District, lists those uses that are: (a) permitted by right; (b) permitted as accessory to the commercial use; (c) permitted as conditional uses; and (d) prohibited in the commercial zoning districts.

The planning commission may also permit other uses similar to the uses permitted by right in Table 27.82 that the commission finds to fall within the intent and purpose of these zones, that will not be more obnoxious or materially detrimental to the public welfare or to property in the vicinity of said uses, and which the commission finds to be of a comparable nature and of the same class as the uses permitted by right in Table 27.82.

Sec. 27.83. Commercial development standards. General development standards for the commercial zoning districts are provided in Table 27.83. These standards include (a) minimum lot size, (b) minimum lot width, (c) minimum lot depth, (d) minimum front yard setback, (e) minimum side yard setback, (f) minimum rear yard setback, (g) maximum building coverage, (h) maximum floor area ratio, (i) maximum height, (j) off-street parking, (k) signs, (l) landscape, (m) minimum building separation, and (n) accessory buildings. These provisions are intended to provide the minimum acceptable standards for development within the residential districts necessary to ensure quality development. The development standards are supplemented by special development standards described in Article VI.

Sec. 27.84 Special development standards.

- (a) Outside Display. All display and storage in the C-P zone shall be located wholly within an enclosed building. All display and storage in the C-1 and C-2 zones shall be located wholly within an enclosed building except for the following:
 - (1) Automobile service station but excluding outside display of other than automobile tires, batteries and similar equipment and accessories or petroleum products; parking lots.
- (b) Outside Display C-3. All display and storage in Zone C-3 shall be located wholly within an enclosed building except for the following:
 - (1) Automobile sales; automobile service station but excluding outside display of other than automobile tires, batteries and similar equipment and accessories or petroleum products;
 - (2) Boat sales; Christmas trees, wreaths; florist shops; nursery stock, plant material, only; parking lots; trailer sales.

Zoning

- (c) Walls. Each lot or parcel of land in zone C-P, C-1, C-2, and C-3 which has a side or rear lot line adjoining property with a legal nonconforming residential use, or adjoining property in a residential zone (or agricultural zone for C-2 and C-3) shall have a solid masonry wall, not less than five feet in height nor more than six feet in height, established along said side and rear lot lines adjoining said properties or zones. Alternate walls instead of solid masonry walls will be allowed with the Planning Commission's approval.

27.85 to 27.89. Reserved.

Table 27.82
Uses by Commercial Zoning District

COMMERCIAL ZONING DISTRICT USES	C-P	C-1	C-2	C-3
Academies of learning (private)	P	P	X	X
Access for other use not permitted in zone	C*	C*	C*	C*
Accessory buildings or structures	P	P	P	P
Adult businesses	X	X	X	C
Agricultural equipment sales offices and display yards for farm equipment sales	X	X	X	P
Agricultural equipment, rental or sales	X	X	X	P
Animal hospital, large animals	X	X	C	C
Animal hospital, small animals	X	X	C*	C*
Animal research institutes	X	X	C	C
Animal training schools, large animals	X	X	C	C
Animal training schools, small animals	X	X	C*	C*
Animals, marketing and sales	X	X	C	C
Antique shops	X	X	P	P
Apartment houses	P	X	X	X
Appliance stores, household	X	X	P	P
Art supply stores	X	X	P	P
Auction sales, indoors, excluding animals	X	X	P	P
Auditoriums and conference rooms	X	X	P	P
Automobiles - used, retail sales, storage	X	X	P	P
Automobile brake repair shops, muffler, painting, radiator, upholstery	X	X	P	P
Automobile laundries, car washes	C*	C*	P	P
Automobile rental agencies	P	P	P	P
Automobile repair garages (indoor), excluding body, fender, painting, upholstery	X	C	PI	P
Automobile repair, incidental to service station	X	C	P	P
Automobile sales, new and used	X	X	P	P
Automobile service stations	X	C	C	C
Automobile supply stores	X	X	P	P
<hr/>				
Bakery goods distributors	X	X	X	P
Bakery shops, baking	X	P	P	P
Banks, savings and loans and credit union	P	P	P	P
Barber and beauty shops	P	P	P	P
Bars and cocktail lounges	X	C	C	C
Bicycle sales and service	X	P	P	P
Bicycle, scooter and similar rentals	X	X	P	P
Billard and pool halls	X	X	P	P
Blueprinting shops	X	P	P	P
Boats - used, retail sales, repair incidental to sales (indoor) and storage	X	X	P	P
Book binderies	X	X	X	P
Book stores	X	P	P	P
Bowling alleys	X	X	P	P
Building material storage during construction	P	P	P	P
<hr/>				
Caretaker's residence	X	X	X	C
Carnivals	C*	C*	C*	C*
Catering services	X	P	P	P
Ceramics manufacturing incidental to sales (Kiln 16 cubic feet maximum)	X	X	X	P
Child care centers	C	C*	P	P
Children's homes	C	C*	C	C
Christmas tree/wreaths sales	C*	C*	C*	C*
Churches, temples and other places of worship	P	P	P	P
Circuses	C*	C*	C*	C*
Cleaning and dyeing agencies	X	P	P	P
Clothing apparel, childrens	X	P	P	P
Clothing stores	X	P	P	P
Communication equipment buildings	C	C	P	P
Community social centers	X	X	P	P
Confectionary or candy stores	X	P	P	P
Construction office temporary on site	P	P	P	P

Key: P = Use permitted by right.
 PI = Use permitted by right indoors only.
 C* = Use requires Planning Director conditional use permit.

C = Use requires Planning Commission conditional use permit.
 X = Use is prohibited.
 A = Use permitted as accessory use only.

Table 27.82
Uses by Commercial Zoning District
(Cont'd)

COMMERCIAL ZONING DISTRICT USES	C-P	C-1	C-2	C-3
Convalescent hospitals, homes	P	X	X	X
Crops, field, tree, bush, berry and row, growing of	X	X	X	P
Dance Halls	X	X	P	P
Day care centers (greater than 12 persons)	C	C	C	C
Delicatessens	X	P	P	P
Dental clinics, including laboratories	P	P	P	P
Department stores	X	X	P	P
Dress shops	X	P	P	P
Drug stores	P	P	P	P
Dry cleaning, self-service	X	P	P	P
Educational, philanthropic, charitable institutions	P	X	X	X
Electric distribution substations, microwave facilities (75 feet maximum height)	C	C	C	C
Employment agencies	X	P	P	P
Equipment rental services	X	X	P	P
Farmers markets	X	X	C*	C*
Feed and grain sales	X	X	P	P
Fire stations	C	C	C	C
Florist shops	X	P	P	P
Furniture and household goods, storage/transfer	X	X	X	P
Furniture stores	X	X	P	P
Furrier shops	X	X	P	P
Gas measurement stations	X	X	C	C
Gift shops	X	P	P	P
Glass edging, beveling and silvering in w/sales	X	X	P	P
Glass installation	X	X	P	P
Golf courses, including miniature	X	X	P	P
Gymnasiums	X	X	P	P
Hardware shops	X	P	P	P
Hat cleaning and blocking establishments	X	X	P	P
Health centers	X	X	C	C
Health food stores	X	X	P	P
Heliports/Helistops	C	C	C	C
Hobby supply stores	X	X	P	P
Hospitals	C	C	C	C
Hotels	X	X	C	C
Hotels, transient occupants only	X	X	P	P
Ice cream shops	X	P	P	P
Ice sales, not including ice plants	X	P	P	P
Interior decorating shops	X	P	P	P
Jewelry stores with incidental repair	X	P	P	P
Laboratories, film, research or testing	C	C	C	C
Laboratories, medical and dental	C	C	C	C
Laundaries, hand	X	X	P	P
Laundries	X	X	X	C
Laundries, self-service	X	P	P	P
Laundry agencies	X	P	P	P
Leather goods stores	X	X	P	P
Libraries	P	P	P	P
Liquor stores	X	X	P	P
Locksmith shops	X	X	P	P
Lodge halls	C	X	P	P

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Table 27.82
Uses by Commercial Zoning District
(Cont'd)

COMMERCIAL ZONING DISTRICT USES	C-P	C-1	C-2	C-3
Mail order houses, not including warehousing	X	X	P	P
Manufacturing's agent, carrying only samples	X	X	P	P
Manufacturing, limited	X	X	X	C*
Markets, food	X	P	P	P
Massage parlors	X	X	X	C
Meat markets, not including slaughtering	X	P	P	P
Medical clinics, including labs and/or pharmacies	P	P	P	P
Menageries	X	X	X	C
Microwave stations including towers (35 ft maximum)	C	C	C	P
Microwave tower exceeding 35 ft	X	C	C	C
Millinery shops	X	X	P	P
Mini-storage	X	X	X	C
Mimeographing and addressograph services	X	X	P	P
Mobile and temporary food and beverage estab.	X	X	C	C
Mobile home park	X	X	X	C
Model homes not occupied as a residence	X	C*	C*	C*
Mortuaries	X	X	P	P
Motels, transient occupancy only	C	C	C	C
Museums	X	X	P	P
Museums, enclosed building	P	P	P	P
Music stores	X	X	P	P
News stores	X	P	P	P
Notions or novelty stores	X	P	P	P
Nurseries, growing of nursery stock	X	X	P	P
Nursery schools	P	P	P	P
Offices, business and professional	P	P	P	P
Outdoor advertising	X	X	X	P
Paint and wallpaper stores	X	P	P	P
Parking lots	P	P	P	P
Parking buildings	X	P	P	P
Parks and playgrounds, publicly owned	P	P	P	P
Pawn shops	X	C	C*	C*
Pet shops	X	X	P	P
Pet supply shops	X	X	P	P
Photo-engraving	X	X	X	P
Photographic equipment and supply store	X	P	P	P
Photography studios	X	X	P	P
Plumbing shops	X	X	P	P
Police stations	P	P	P	P
Post offices	P	P	P	P
Pottery stores	X	X	P	P
Printers and publishers	X	X	X	P
Private clubs	C	X	P	P
Public utility service centers	X	X	X	C
Radio and television towers over 35ft. in height	X	C	C	C
Radio and television stations and towers (35 ft maximum)	X	C	C	C
Radio and television stores	X	X	P	P
Recreational/entertainment center	X	X	C	C
Recreational vehicle parks	X	X	X	C
Reducing salons	X	X	P	P
Refreshment stands	X	X	P	P
Residences	C	C	X	X
Rest homes	C	X	C	C
Restaurants and other eating establishments	X	P	P	P
Retail stores	X	P	P	P

Key: P = Use permitted by right.
 PI = Use permitted by right indoors only.
 C* = Use requires Planning Director conditional use permit.

C = Use requires Planning Commission conditional use permit.
 X = Use is prohibited.
 A = Use permitted as accessory use only.

Table 27.82
Uses by Commercial Zoning District
(Cont'd)

COMMERCIAL ZONING DISTRICT USES	C-P	C-1	C-2	C-3
Revival meetings, in a tent (30 days/6 mon max)	X	X	X	C*
Rooming/boarding houses	C*	C	C	C
Schools, business and professional	X	X	P	P
Second hand stores	X	X	P	P
Service Station	C	C	C*	C*
Shoe repair shops	X	P	P	P
Shoe stores	X	P	P	P
Shoeshine stands	X	X	P	P
Shooting galleries	X	X	C	C
Silk screens, manufacture and processing of	X	X	C	C
Skating rinks	X	X	C	C
Sporting goods stores	X	X	P	P
Stationery stores	X	P	P	P
Stations, bus, railroad and taxi	X	X	C	C
Storage, building materials for on-site construction	P	P	P	P
Storage, construction materials public projects	C*	C*	C*	C*
Swap meets	X	X	C*	C*
Swimming pools	A	A	A	A
Tailor shops	X	X	P	P
Tattoo studios	X	X	X	C
Theaters, not including drive-in	X	X	P	P
Theaters, drive-in	X	X	X	C
Tile sales, ornamenteal	X	X	P	P
Tobacco shops	X	C*	P	P
Tourist information centers	X	C*	P	P
Toy shops	X	X	P	P
Trailer sales, not truck trailers	X	X	P	P
Trailers, rental of house trailers	X	X	X	P
Trucks, rental (2 ton max)	X	X	X	P
Trucks, sales and rentals	X	X	X	P
Truck stops	X	X	C	C
Turkish baths	X	X	X	C
Typewriter sales and incidental repairs	X	X	P	P
Watch repair shops	X	P	P	P
Water wells, reservoirs (storage/distribution systems)	X	C	C	C
Wearing apparel shops	X	P	P	P
Wholesale business with samples no general warehousing	X	X	X	P

Key: P = Use permitted by right.
 PI = Use permitted by right indoors only.
 C* = Use requires Planning Director conditional use permit.
 C = Use requires Planning Commission conditional use permit.
 X = Use is prohibited.
 A = Use permitted as accessory use only.

Zoning

**Table 27.83
Commercial Development Standards**

Development Standards (1)	Commercial Zoning Districts			
	C-P	C-1	C-2	C-3
(a) Minimum Lot Size (2)(4)(5)	5,000 sf	5,000 sf	5,000 sf	5,000 sf
(b) Minimum Lot Width (2)(6)				
Standard Lot	50 ft	50 ft	50 ft	50 ft
Cul-de-Sac Lot (at front setback line)	50 ft	50 ft	50 ft	50 ft
Flag lot (at front setback line)	50 ft	50 ft	50 ft	50 ft
Flag Lot (for access extension)	30 ft	30 ft	30 ft	30 ft
(c) Minimum Lot Depth (2)	n/a	n/a	n/a	n/a
(d) Minimum Front Yard Setback (7)				
From Ultimate Street R-O-W	15 ft	15 ft	15 ft	15 ft
Flag Lot (from connection with access extension)	15 ft	15 ft	15 ft	15 ft
(e) Minimum Side Yard Setback (8)				
Interior Side	5 ft (3)	5 ft (3)	10 ft (3)	10 ft (3)
Street Side	5 ft	10 ft	0 ft	0 ft
Flag Lot	5 ft (3)	5 ft (3)	10 ft (3)	10 ft (3)
(f) Minimum Rear Yard Setback (9)				
Standard Lot	20 ft (3)	10 ft (3)	10 ft (3)	10 ft (3)
Flag Lot and Cul-de-Sac Lot	20 ft (3)	10 ft (3)	10 ft (3)	10 ft (3)
Adjacent to Alley or Street R-O-W	20 ft (3)	10 ft (3)	10 ft (3)	10 ft (3)
(g) Maximum Building Coverage	50%	50%	60%	60%
(h) Maximum Floor Area Ratio	.5:1	.5:1	.6:1	6:1
(i) Maximum Height				
Primary Structure	2 S/35 ft	2 S/35 ft	3 S/45 ft	3 S/45 ft
(j) Off-Street Parking	Refer to Article V Parking and Loading			
(k) Signs	Refer to Article VII Signs			
(l) Landscape	Refer to Section 27.181			
(m) Minimum Building Separation	(10)	(10)	(10)	(10)
(n) Accessory Buildings	Refer to Article VI Special Development Standards and Uses			

- Notes:
- (1) See Article II for definitions of development standards.
 - (2) Development standard applies to proposed subdivisions of land.
 - (3) Adjacent to Residential Zone Districts.
 - (4) Net Area - means that area of a lot or parcel of land exclusive of: Public alleys, highways or streets; Proposed public facilities such as alleys, highways, streets or other necessary public sites when included within a proposed development project; or Other public or private easements when the owner of the servient tenement does not have the right to use the entire surface of the land.
 - (5) Refer to Sections 27.161 - 27.163.
 - (6) Refer to Section 27.165 Minimum lot width.
 - (7) Refer to Section 27.169 Specialized front yard requirements.
 - (8) Refer to Section 27.170 Specialized side yard requirements.
 - (9) Refer to Section 27.171 Specialized rear yard adjoining an alley.
 - (10) In accordance with the Uniform Building Code
 - (11) For residential use in the GP Zone, apply development standards for R-1 or R-3 Zones as applicable.
ft - feet sf - square feet S - story R-O-W - Right-of-way
n/a - Development standard not applicable to zoning district.

Zoning

Sec. 27.90. Manufacturing and Industrial Districts. Manufacturing and Industrial Districts included in this chapter are as follows:

- (a) **Zone M-1 (Light Manufacturing and Industrial).** Zone M-1 provides for the establishment of industrial uses, in an area in close proximity to residential and commercial zones, including the establishment of necessary public service facilities compatible with the requirements of this zone. Standards are provided to control the intensity and development of uses and to limit the performance of activities in the zone to levels permitting no objectionable or obnoxious influences such as smoke, noise, fumes, vibration, radiation, light or glare that might adversely affect the tenants and purposes of this zone or any adjacent zone.
- (b) **Zone M-2 (Heavy Manufacturing and Industrial).** Zone M-2 provides areas where intensive industrial activities may be located, and where the necessary transportation facilities are provided to support movement of the completed products off the industrial sites without causing traffic hazards in the area surrounding the M-2 zones. Since some of the industrial land uses allowed in this zone may cause objectionable levels of smoke, noise, fumes, vibration, radiation, light or glare, performance standards are included to protect neighboring residential areas and other environmentally sensitive land use. Appropriate buffers are provided between the M-2 zones and other zones where possible to minimize potential land use conflicts.

Sec. 27.91. Purpose. The manufacturing and industrial zones are established to provide land areas on which a wide variety and complexity of industrial and manufacturing uses and processes may function efficiently and harmoniously. Specialized uses and public service facilities, required or desirable in an area devoted to manufacturing and industrial purposes, are included in the use lists of each zone. The installation and operation of facilities and equipment, necessary and appropriate to the uses of each zone, are regulated with consideration for the special requirements of adjacent zones. Performance standards are prescribed to assist in controlling industrial concentrations, activities and equipment for the mutual benefit of all persons, businesses and uses in and around the zoned area.

Sec. 27.92. Manufacturing and Industrial permitted uses, accessory uses, conditional uses, and prohibited uses. Permitted uses (uses permitted by right) in the Manufacturing and Industrial zoning districts are primarily manufacturing, warehouse/distribution, wholesaling, large-scale warehouse retail, automobile dealerships, support commercial services and public uses. Industrial uses are

Zoning

where necessary transportation facilities are provided to support movement of goods and employees.

Certain uses may not be suitable in every location within manufacturing and industrial zoning districts and therefore require planning director or planning commission discretionary review through the conditional use permit process described in Section 27.270. Table 27.92 Uses by Manufacturing and Industrial Zoning District lists those uses that are: (a) permitted by right; (b) permitted as accessory to the commercial use; (c) permitted as conditional uses and (d) prohibited in the manufacturing and industrial zoning districts.

The planning commission may also permit other uses similar to the uses permitted by right in Table 27.92 that the commission finds to fall within the intent and purpose of these zones, that will not be more obnoxious or materially detrimental to the public welfare or to property in the vicinity of said uses, and which the commissioner finds to be of a comparable nature and of the same class as the uses permitted by right in Table 27.92.

Sec. 27.93. Manufacturing and Industrial development standards. General development standards for the manufacturing and industrial zoning districts are provided in Table 27.93. These standards include (a) minimum lot size, (b) minimum lot width, (c) minimum lot depth, (d) minimum front yard setback, (e) minimum side yard setback, (f) minimum rear yard setback, (g) maximum building coverage, (h) maximum floor area ratio, (i) maximum height, (j) off-street parking, (k) signs, (l) landscape, and (m) accessory buildings. These provisions are intended to provide the minimum acceptable standards for development within the manufacturing and industrial districts necessary to ensure quality development. The development standards are supplemented by special development standards described in Article VI.

Sec. 27.94. Special development standards. In addition to the development standards contained in Article VI (Special Development Standards and Uses), the following special standards shall apply:

- (a) Outdoor storage. Any outdoor area used for storage shall be completely enclosed by a masonry wall, not less than six (6) or more than eight (8) feet in height.
- (b) Fences and walls. Fences and walls as provided in Article VI (Special Development Standards and Uses).

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- (c) Walls. Each lot or parcel of land in zone M-1 and M-2 which has a side or rear lot line adjoining property with a legal nonconforming residential use, or adjoining property in a residential or agricultural zone, shall have a solid masonry wall, not less than five feet in height nor more than six feet in height, established along said side and rear lot lines adjoining said properties or zones.

Table 27.92
Uses by Manufacturing and Industrial Zoning District

INDUSTRIAL ZONING DISTRICT USES	M-1	M-2
Abrasives, manufacture	X	P
Absorption plants, gas (petroleum and chemical)	X	C
Access for other use not permitted in zone	C*	C*
Accessory storage buildings or structures	P	P
Acids,manufacturing, corrosive	X	C
Acids,manufacturing,non-corrosive,	X	C
Adhesives, manufacturing	X	P
Aggregate dryers	X	C
Agricultural equipment sales offices and display	PI	P
Aircraft fuel, propellants and lubrication materials, storage	C	P
Airports	C	C
Alcohols, distillation	X	P
Aluminum products, manufacture	X	P
Ammunition manufacturing	X	C
Animal hospital	PI	PI
Animal research institutes	C	C
Antiques, restoration	PI	P
Appliance, assembly	PI	P
Appliances, manufacture	X	P
Asbestos products, manufacture	X	P
Asphalt plants	X	C
Assaying	X	P
Automobile body fender repair shops	PI	P
Automobile brake repair shops, muffler, painting, radiator, upholstery	PI	P
Automobile dismantling yards	X	C
Automobile impound yards	C	P
Automobile laundries, car washes	P	P
Automobile parts, assembly	PI	PI
Automobile parts, manufacture	X	P
Automobile rental agencies	P	P
Automobile repair garages	PI	P
Automobile sales, new and used	P	P
Automobile seat covers manufacture	PI	P
Automobile service station	P	P
Awnings, manufacturing	PI	P
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Babbitt metal and products, manufacture	X	P
Bags, manufacture	PI	PI
Bags, manufacturing, except burlap bags/sacks	PI	PI
Bakery goods, manufacture and distribution	PI	P
Barrels, manufacture and storage	X	P
Batching and mixing plants, asphalt, cement or concrete	X	C
Batteries, manufacture and rebuilding	X	P
Beverage manufacture, storage and distribution (nonalcoholic)	PI	P
Bicycles, manufacture/repair	PI	P
Blacksmith shops	PI	P
Blueprinting shops	P	P
Boat repair	PI	P
Boiler works	X	C
Bone products, manufacture	X	C
Book binderies	P	P
Bottle washing plants	PI	P
Bottling plants	PI	P
Box factories	X	P
Breeding farms, cattle or horses	X	C
Bricks, manufacture	X	P
Brushes, manufacture	PI	P

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 PI = Use permitted by right indoors only.
 C* = Use requires Planning Director
 conditional use permit.

C = Use requires Planning Commission
 conditional use permit.
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 A = Use permitted as accessory use only.

Table 27.92
Uses by Manufacturing and Industrial Zoning District
(Cont'd)

INDUSTRIAL ZONING DISTRICT USES	M-1	M-2
Building material sales	P	P
Building mover's/wrecker's storage yard (excluding junk/salvage yard)	X	P
Bus terminals, storage and rentals	P	P
Bus, storage and rentals	X	P
Buttons, manufacturing	PI	P
Cabinet making	PI	P
Candles, manufacture	PI	P
Candy and confectionaries, manufacture	PI	P
Canneries, except meat and fish	X	P
Canneries, meat or fish	X	C
Canning and blending of lubricating oil	X	C
Cans, manufacturing and reconditioning	X	P
Canvas manufacture	X	P
Canvas products, manufacture	PI	P
Caretaker's residence	C*	A
Carpentry shops	PI	P
Casting (rare and precious metals)	PI	PI
Casting, metal, including die and machine casting	X	P
Catering services	PI	P
Cellophane manufacturing	X	C
Cellophane products, manufacture	PI	P
Cellulose manufacturing	X	C
Celluoid manufacture	X	C
Cement blocks, manufacture	X	P
Cement manufacturing	X	C
Cement products, manufacture	X	P
Cement, bulk storage	X	P
Cemeteries	C	C
Cemeteries, pets	C	C
Ceramics manufacturing (kiln 16 cubic feet maximum)	PI	PI
Ceramics, manufacture	P	P
Chalk, manufacture	X	P
Charcoal manufacture	X	C
Chemical milling	X	P
Chemicals, manufacture	X	P
Christmas tree/wreaths sales	P	P
Churches, temples and other places of worship	C	C
Circus winter quarters	X	C
Clay processing plants	X	P
Clay products, manufacture	X	P
Cleaning and dyeing, wholesale	PI	P
Cleaning compounds manufacturing	X	C
Cleaning compounds, blending	X	P
Clocks, manufacturing	PI	P
Cloth products, manufacture	C*	P
Clothing manufacturing	PI	P
Coal tars and coal tar products manufacturing	X	C
Coffee roasting and packaging	PI	P
Coffins, manufacture	P	P
Coke ovens	X	C
Cold storage	P	P
Communication equipment buildings	P	P
Concrete pipe manufacture	X	P
Concrete products manufacture	X	P
Contractors equipment rental and sales	P	P

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Table 27.92
Uses by Manufacturing and Industrial Zoning District
(Cont'd)

INDUSTRIAL ZONING DISTRICT USES	M-1	M-2
Contractors' yards	P	P
Cooperage works	X	P
Cork products, manufacture	P	P
Correctional institutions	X	C
Cosmetics, manufacture	P	P
Cotton cleaning, compressing and re-baling	X	P
Cotton ginning and baling	X	P
Creosote manufacture	X	C
Creosoting plants	X	C
Crops, field, tree, bush, berry and row growing of	P	P
Dairies, cattle or goat	X	C
Dairy products distribution depots	P	P
Dairy products, manufacture of	X	C
Detergents, manufacture	X	P
Disinfectants, manufacture	X	P
Doughnuts, manufacture	P	P
Dyeing of yarns	X	P
Dyestuff, manufacture	X	P
Egg candling	P	P
Electric distribution substations, microwave facilities	C*	C*
Electric generating plants, including microwave facilities	C	C
Electric substations and generating plants, including microwave facilities	X	P
Electrical, electronic and electromechanical instruments and equipment, manufacture	P	P
Electroforming and coating, metal	X	P
Electroplating works	X	C
Emery cloth, manufacture	X	P
Equipment rental services	P	P
Excelsior, manufacture	X	P
Explosive storage (excess of 100 lbs. for 24 hours)	X	C
Explosives manufacturing	X	C
Fairgrounds	P	P
Farm or industrial buildings/shelters	P	P
Feather products manufacture	X	P
Feed and grain sales	P	P
Feed mills	X	C
Felt and felt products, manufacture	X	P
Felt products, manufacture	P	P
Film exchanges, processing	P	P
Fire stations	P	P
Flammable liquid storage/wholesale	P	P
Flour mills	X	P
Food commissaries	P	P
Food lockers, frozen	P	P
Food preparation (flour or paste) manufacture	P	P
Forging works	X	C
Forging works (no drop hammer more than 6000 lbs. psi)	X	P
Foundaries	X	P
Freight terminals, rail/truck	P	P
Fumigating contractors	P	P
Fur and hide curing and tanning	X	P
Fur products, manufacture	P	P
Furniture and household goods, storage/transfer	P	P
Furniture manufacture	P	P

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Table 27.92
Uses by Manufacturing and Industrial Zoning District
(Cont'd)

INDUSTRIAL ZONING DISTRICT USES	M-1	M-2
Galvanizing shops	X	P
Gas heater testing laboratories	P	P
Gas measurement and pumping stations	P	P
Gas meter and control stations	P	P
Gas storage of natural, above surface (500,000 cubic feet maximum)	X	C
Gas storage of natural, above surface, over 500,000 cubic feet	X	C
Gas, oxygen and other compressed, storage	X	P
Gases manufacturing	X	P
Gasoline services, aircraft uses	P	P
Gelatine manufacturing	X	C
Glass manufacturing including blast furnace	X	C
Glass products, manufacture (16 cubic feet maximum for crucible)	P	P
Glass, fiber products, manufacture	X	P
Glass installation	P	P
Glass, manufacture (no blast furnace)	X	P
Grain drying and fermenting	X	P
Grain elevators	X	P
Grease manufacturing	X	C
Grinding wheels and stones, manufacture	X	P
Guncotton products manufacturing	X	C
Gunpowder manufacturing	X	C
Gunsmith	P	P
Gypsum manufacturing/processing	X	C
Gypsum products, manufacture	X	P
Hair products, manufacture	X	P
Hair products, manufacturing (exclude mattresses and furniture)	P	P
Hatcheries, poultry or fowl	C	C
Hats, manufacture	P	P
Hay barns, commercial	P	P
Heating and air-conditioning equipment manufacture	X	P
Heliports	C	C
Hog ranches	X	C
Honey processing/packaging	P	P
Horn products, manufacture	P	P
Hospitals	C	C
Ice cream, manufacture	P	P
Ice, manufacture	P	P
Incinerators, commercial	X	C
Industrial waste disposal facilities	X	C
Instruments and equipment, scientific, manufacture	C*	P
Ironworks, ornamental	P	P
Jewelry, manufacture	P	P
Juice extracting and bottling, vegetable/fruit	C	C
Junk and salvage yards	X	C
Jute fabrication	X	P
Kennels, dog and cat	P	P
Knitting mills	X	P
Laboratories, medical and dental	P	P
Laboratories, research and testing	P	P
Lamp, black, manufacturing	X	C
Land reclamation projects	C	C

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Table 27.92
Uses by Manufacturing and Industrial Zoning District
(Cont'd)

INDUSTRIAL ZONING DISTRICT USES	M-1	M-2
Lapidary shops	P	P
Lard manufacturing	X	C
Laundries	P	P
Lawn mower sharpening	P	P
Leather products, manufacture	C	P
Leather products, manufacture (from prepared materials)	P	P
Lime manufacturing	X	C
Linen and towel suppliers	P	P
Linoleum manufacture	X	P
Liquefied petroleum gas bulk storage/sales	C	C
Lithography shops	X	P
Livestock feed yards	X	C
Livestock sales yards	X	C
Lumber yards	P	P
Lumber mills	X	C
Lumber yards, cutting (no milling)	P	P
Lumber, chemical treatment and impregnation	X	C
Machine shops	P	P
Machine tool repair shops	P	P
Machinery and machine tools, manufacture	X	P
Machinery storage yards including sales/displays	P	P
Malt products, manufacture	X	P
Matches, manufacture	X	P
Mattresses, manufacture and renovation of	X	P
Meat packing plants, no slaughter	X	P
Medical clinics	P	P
Metal engraving	P	P
Metal heat treating	X	P
Metal pickling	X	P
Metal plating and finishing	X	P
Metal products, fabrication	X	PI
Metal products, fabrication (indoor)	PI	P
Microwave stations including towers (35 feet maximum)	P	P
Microwave towers exceeding 35 feet	C	C
Mini-storage	C	C
Mirrors, manufacture	P	P
Mortuaries	P	P
Motion picture production	P	P
Musical instruments, manufacture	X	P
Neon signs, manufacture	P	P
Newspapers, printing and publishing	P	P
Offices, business and professional	P	P
Oil drilling equipment yards	X	P
Oil pumping stations	P	P
Oil reclaiming plants	X	C
Oil tool exchanges	X	P
Oil well valves, storage, repair	P	P
Oleomargarine, manufacturing	P	P
Optical goods, manufacturing	P	P
Ore grinding, metallic or non-metallic	X	C
Ore reduction plants	X	C
Outdoor advertising	P	P

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Table 27.92
Uses by Manufacturing and Industrial Zoning District
(Cont'd)

INDUSTRIAL ZONING DISTRICT USES	M-1	M-2
Packaging business	P	P
Packing plants (no pickling)	P	P
Paint and varnish, manufacture	X	C
Paint spray booths	P	P
Paper mache products manufacture	X	P
Paper or wood pulp, manufacture	X	C
Paper products manufacture	P	P
Paper shredding	X	P
Parcel delivery terminals	P	P
Parking lots	P	P
Parking buildings	P	P
Perfumes, manufacture	C	P
Pest control operators and services	P	P
Petroleum bulk plants (over 2500 barrels per day)	X	C
Petroleum bulk plants (2500 barrels per day maximum)	C	P
Petroleum refineries	X	C
Pharmaceuticals, manufacture	P	P
Photo-engraving	P	P
Pickling and processing of food products	X	C
Pipe storage yards	X	P
Planing mills	X	C
Plastics manufacturing (except pyroxyling)	X	P
Plumbing shops	P	P
Police stations	P	P
Potato chips manufacture	P	P
Pottery manufacture	X	P
Poultry or rabbit markets, including slaughter	X	C
Pounds, animals	C	P
Printing and engraving	P	P
Produce markets	C*	P
Produce markets, wholesale	P	P
Public utility service yard	P	P
Publishers, book and periodical	P	P
Pumice products, manufacturing	X	P
Pyroxylin manufacture	X	C
Quarries	X	C
Radio and television stations and towers (35 feet maximum)	C*	P
Radio and television towers over 35 feet in height	C	C
Railroad repair shops	X	C
Railroad spur lines	P	P
Railroad terminals	X	C
Railroad yards	X	C
Recycling centers	C	C
Refrigeration repair and service shops	P	P
Rendering plants	X	C
Riding academies and stables w/boarding of horses	C	C
Rifle, pistol or skeet ranges	C	C
Road department maintenance storage yard	P	P
Rock crushing plants	X	C
Rock, sand and gravel, storage/dist (under 2,000 ton storage)	P	P
Rock, sand and gravel, storage/dist (over 2,000 ton storage)	X	C
Rope manufacture	X	P
Rubber or gutta-percha, processing	X	P

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Table 27.92
Uses by Manufacturing and Industrial Zoning District
(Cont'd)

INDUSTRIAL ZONING DISTRICT USES	M-1	M-2
Rubber products (previously prepared materials) no tire manufacture	P	P
Rubber products manufacture	X	P
Rubber reclaiming plants	X	C
Rubber stamps, manufacture	P	P
Rug cleaning plants	P	P
Rugs manufacturing	X	P
Salvage yards and junk yards	C	C
Sandblasting plants, shot or grit	X	P
Sandpaper manufacture	X	P
Sash and door manufacture	X	P
Sausage and prepared meat products manufacturing	X	P
Saw mills	X	P
Screw machine products manufacturing	X	P
Service stations, liquid petroleum gas	X	P
Sewage treatment and disposal plants	C	C
Sewer pipe manufacturing	X	P
Sheet metal products manufacturing	X	P
Sheet metal shops	P	P
Shell products manufacturing	P	P
Shoddy (shredded cloth) manufacturing	X	P
Shooting galleries	C	C
Sign painting shops	P	P
Signs and sign structures manufacturing	X	P
Silk screens, manufacture and processing of	P	P
Silos	P	P
Slaughter houses	X	C
Smelters	X	C
Smoking of meat or fish	X	P
Soap manufacturing	X	C
Soap manufacturing (excluding fat rendering)	X	P
Soft drinks, manufacture and bottling	P	P
Sound reproduction supplies and equipment manufacturing	X	P
Speciality processing plants using gravel, etc.	X	P
Springs manufacturing	X	P
Starch manufacturing	X	P
Starch, liquid, mixing and bottling	P	P
Stations, bus, railroad and taxi	P	P
Statuary manufacture	X	P
Steel barrels/drums manufacture	X	P
Steel products fabrication	X	P
Steel works and rolling mills	X	C
Stencils and stencil materials, manufacture	P	P
Stone and monument work	X	P
Stone products manufacturing	X	P
Strawboard manufacturing	X	P
Talc processing and packing	X	P
Tallow, manufacturing	X	C
Tank houses	P	P
Tanneries	X	C
Taxidermy shops	P	P
Terra cotta manufacture	X	P
Textile products, manufacturing	P	P
Tile manufacture (ceramic and masonry)	X	P

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Table 27.92
Uses by Manufacturing and Industrial Zoning District
(Cont'd)

INDUSTRIAL ZONING DISTRICT USES	M-1	M-2
Tinsmith shops	X	P
Tire retreading and recapping	X	P
Tires manufacturing	X	C
Toiletries, manufacture of, not including soaps	P	P
Tools manufacturing	X	P
Toys, manufacture	P	P
Trade schools	P	P
Trailer sales and rentals	P	P
Trailers manufacturing	X	P
Tree surgeon	P	P
Truck sales and rentals	P	P
Truck storage	P	P
Upholstering shops	P	P
Vegetable oils, manufacturing, processing/bottling	X	P
Venetian blinds, manufacture	P	P
Veterinary office	P	P
Vinegar manufacturing	X	P
Vitamin products, manufacture	P	P
Vitreous ware manufacturing	X	P
Volatile oil repackaging	X	C
Wall board manufacturing	X	C
Warehouses, storage	P	P
Watches, manufacture and repair	P	P
Water company service and storage yards	P	P
Water wells, reservoirs (storage/distribution systems)	P	P
Waxes and polishes manufacturing	X	P
Weighing, public scales	P	P
Welding, electric and gas	P	P
Wholesale and retail outlets	P	P
Wholesale brokers	P	P
Wholesale businesses	P	P
Windmills	C	C
Window shade manufacture, screen assembly	P	P
Wineries	X	C
Wire manufacturing	X	P
Wood carvings manufacturing	X	P
Wood distillation	X	P
Wooden goods and products, manufacture	P	P
Wool pulling and scouring	X	C
Woolen goods manufacturing	X	P
X-ray laboratories	C*	C*
Yarn products, manufacture (no yarn dyeing)	P	P
Yeast manufacture	X	P

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**Table 27.93
Manufacturing and Industrial Development Standards**

Development Standards (1)	Industrial Zoning Districts	
	M-1	M-2
(a) Minimum Lot Size (2)(4)(5)	5,000 sf	10,000 sf
(b) Minimum Lot Width (2)(6) Standard Lot Cul-de-Sac Lot (at front setback line) Flag lot (at front setback line) Flag Lot (for access extension)	50 ft 50 ft 50 ft 30 ft	60 ft 60 ft 50 ft 30 ft
(c) Minimum Lot Depth (2)	n/a	n/a
(d) Minimum Front Yard Setback (7) From Ultimate Street R-O-W Flag Lot (from connection with access extension)	20 ft 20 ft	20 ft 20 ft
(e) Minimum Side Yard Setback (8) Interior Side Street Side Flag Lot	10 ft (3) 10 ft 10 ft (3)	10 ft 10 ft 10 ft
(f) Minimum Rear Yard Setback (9) Standard Lot Flag Lot and Cul-de-Sac Lot Adjacent to Alley or Street R-O-W	10 ft (3) 10 ft (3) 10 ft (3)	10 ft (3) 10 ft (3) 10 ft (3)
(g) Maximum Building Coverage	70%	70%
(h) Maximum Floor Area Ratio	7:1	7:1
(i) Maximum Height Primary Structure(10)	40 ft	40 ft
(j) Off-Street Parking	Refer to Article V Parking and Loading	
(k) Signs	Refer to Article VII Signs	
(l) Landscape	Refer to Section 27.181	
(m) Accessory Buildings	Refer to Article VI Special Development Standards and Uses	

- Notes:
- (1) See Article II for definitions of development standards.
 - (2) Development standard applies to proposed subdivisions of land.
 - (3) Adjacent to Residential Zone Districts.
 - (4) Net Area - means that area of a lot or parcel of land exclusive of: Public alleys, highways or streets; Proposed public facilities such as alleys, highways, streets or other necessary public sites when included within a proposed development project; or other public or private easements when the owner of the servient tenement does not have the right to use the entire surface of the land.
 - (5) Refer to Sections 27.161 - 27.163.
 - (6) Refer to Section 27.165 Minimum lot width.
 - (7) Refer to Section 27.169 Specialized front yard requirements.
 - (8) Refer to Section 27.170 Specialized side yard requirements.
 - (9) Refer to Section 27.171 Specialized rear yard adjoining an alley.
 - (10) Maximum height for specialized buildings that are an integral part of industrial production is 150 feet unless restricted by the Airport Land Use Plan.
ft - feet sf - square feet S - story R-O-W - Right-of-way
n/a - Development standard not applicable to zoning district.
 - (11) If proposed M-1/M-2 use is next to residential area or property zoned for residential use, then the project shall implement appropriate mitigation measures (i.e., buffer zone, landscaping, etc.).

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Sec. 27.95. Manufacturing and Industrial performance standards. The following performance standards shall apply to any existing or proposed land use, or other activity, permitted in any manufacturing and industrial zone.

- (a) Noise or Sound. Any existing or proposed use, or portions thereof, generating sounds that are or may be considered a nuisance or hazard on any adjacent property due to the intermittence, beat frequency or shrillness of the sounds, shall have the source of the noise or sound muffled or controlled in such manner as will prevent the issuance, continuance or recurrence of the disturbing sounds. Construction work shall be exempt from this requirement during the period of construction while a valid building permit is in force.
- (b) Smoke or Other Particulate Matter. Any existing or proposed use or portion thereof producing smoke or other particulate matter shall not discharge such contaminants into the atmosphere, from any single source of emission whatsoever, for any period or periods aggregating more than three minutes in any one hour, when any such contaminant is:
 - (1) As dark or darker in shade than the density reading designated as No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines; or
 - (2) Of such opacity as to obscure an observer's view to a degree equal to or greater than smoke described as the equivalent of the density reading designated as No. 1 on the Ringelmann Chart as published by the United States Bureau of Mines.
- (c) Dust, Dirt and Ash. Any existing or proposed use or portion thereof producing dust, dirt or ash which can or may cause damage to the health of any individual, animal or vegetation, damage to property, or the physical soiling or discoloration of the surfaces of any structure or materials located outside the property lines of the lot or parcel of land from which such emission emanates shall have the source of the contaminant muffled or controlled in such manner as will prevent the issuance, continuance or recurrence of any emission that is or may be detectable beyond the property lines of the subject premises.
- (d) Odors, Toxic Gases and Noxious Matter. Any existing or proposed use or portion thereof producing odors, toxic gases or noxious matter in such quantities as can or may be readily detectable at any point along or outside the property lines of the premises and when

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such emissions are or may become a public nuisance or hazard, the use responsible shall have the source of the contaminant muffled or controlled in such manner as will prevent the issuance, continuance or recurrence of any emission detectable beyond the property lines of the subject premises.

- (e) Vibration. Any existing or proposed use or portion thereof generating vibrations that can or may be considered a nuisance or hazard on any adjacent property shall have the source of the vibration muffled or controlled in such manner as will prevent the issuance, continuance or recurrence of the disturbing vibrations.
- (f) Heat and Glare. Any existing or proposed use or portion thereof that constitutes or may be considered a nuisance or hazard on any adjacent property, such as from arc welders, acetylene torches, furnaces or similar equipment, shall shield or control all sources of heat or glare in such manner as will prevent the issuance, continuance or recurrence of the disturbing emissions.
- (g) Electromagnetic Disturbances and Radiation. Any existing or proposed use or portion thereof that can or may generate any electrical disturbances or produce any radioactive emanations that can or may be considered a nuisance or hazard shall shield or control the source of the electrical or radioactive emanations in such manner as will prevent the issuance, continuance or recurrence of any hazardous or disturbing emanations.

Section 27.96 to 27.99. Reserved.

Zoning

Sec. 27.100. Recreational District. Zone R (Recreational) is intended for use in areas where public and private recreational facilities may be established. The zone is designed to permit uses offering entertainment, amusement and various leisure time activities in an atmosphere conducive to relaxation.

Sec. 27.101. Recreational permitted uses, accessory uses, and conditional uses. Permitted uses (uses permitted by right) in the Recreational zoning district are primarily recreational, but may include uses which are accessory to the recreational use, such as commercial operations and other uses clearly recognized as necessary to the primary recreational use.

Certain uses may not be suitable in every location within the recreational district and therefore require planning director or planning commission discretionary review through the conditional use permit process described in Section 27.270. Table 27.101 Uses by Recreational District, lists those uses that are: (a) permitted by right; (b) permitted as accessory to the recreational use; (c) permitted as conditional uses; and (d) prohibited in the recreational zoning district.

The planning commission may also permit other uses similar to the uses permitted by right in Table 27.101 that the commission finds to fall within the intent and purpose of this zone, that will not be more obnoxious or materially detrimental to the public welfare or to property in the vicinity of said uses, and which the commission finds to be of a comparable nature and of the same class as the uses permitted by right in Table 27.101.

Sec. 27.102. Recreational development standards. General development standards for the recreational zoning district are provided in Table 27.102. The standards include: (a) minimum lot size; (b) minimum lot width; (c) minimum lot depth; (d) minimum front yard setback; (e) minimum side yard setback; (f) minimum rear yard setback; (g) maximum building coverage; (h) maximum floor area ratio; (i) maximum height; (j) off-street parking; (k) signs; (l) landscape; and (m) minimum building separation; and (n) accessory buildings. These provisions are intended to provide the minimum acceptable standards for development within the recreational district necessary to ensure quality development. The development standards are supplemented by special development standards described in Article VI.

Section 27.103 to 27.109. Reserved.

**Table 27.101
Uses by Recreational District**

RECREATIONAL DISTRICT USES	R
Accessory buildings or structures	A
Airports	C
Archery ranges	P
Athletic fields, including grandstands and stadiums (1)	P
Auditoriums	P
Bicycle, scooter and similar rentals	P
Bird farms (1)	P
Bowling alleys	C
Building materials storage during construction	A
Campgrounds, picnic areas (no structure for permanent human occupancy) (1)	P
Camps, youth	C
Caretaker's residence	A
Carnivals	C*
Circuses	C*
Country clubs (1)	P
Courts, badminton, tennis, volleyball, croquet	P
Crops - nursery stock (excluding roadside sales)	P
Dance pavilions - outdoor (1)	P
Dwelling, single-family	P
Fairgrounds (2)	P
Fire stations	C
First-aid stations	A
Fishing and casting ponds (1)	P
Golf courses, including miniature (1)	P
Golf driving ranges	C
Museums	P
Observatories	P
Parking lots	P
Parks and playgrounds (1)	P
Pets (household) maximum of 3 over 4 months (cats/dogs)	A
Polo grounds (1)	P
Refreshment stands	A
Restaurants and other eating establishments	A
Retail stores	C
Riding academies and stables with boarding of horses	P
Riding/hiking trails (1)	P
Rifle, pistol or skeet ranges	C
Rodeos (not horse racing) (1)	C*
Shooting galleries	C
Skating rinks	C
Sports arenas (1)	P
Storage of cattle, sheep, goats, horses (2)	P
Swimming pools	P
Theaters, drive-in	C
Theaters, outdoor but not including drive-in (1)	P
Tourists information centers	P

Key:

P = Use permitted by right.

C = Use requires Planning Commission conditional use permit.

PI = Use permitted by right indoors only.

(1) Requires minimum of one acre of land. (2) Requires minimum of five acres of land.

X = Use is prohibited.

C* = Use requires Planning Director conditional use permit.

A = Use permitted as accessory use only.

Zoning

**Table 27.102
Recreational Development Standards**

Development Standards (1)	R
(a) Minimum Lot Size (2)(4)(5)	20,000 sf
(b) Minimum Lot Width (2)(6)	100 ft (10)
(c) Minimum Lot Depth	n/a
(d) Minimum Front Yard Setback (7) From Ultimate Street R-O-W Flag Lot (from connection with access extension)	20 ft 20 ft
(e) Minimum Side Yard Setback (8) Interior Side Street Side Flag Lot	10 ft 10 ft 10 ft
(f) Minimum Rear Yard Setback (9) Standard Lot Flag Lot and Cul-de-Sac Lot Adjacent to Alley or Street R-O-W	10 ft 10 ft 10 ft
(g) Maximum Building Coverage	25%
(h) Maximum Floor Area Ratio	0.25:1
(i) Maximum Height Primary Structure Accessory Structure	2 S/35 ft (3) 1 S/17 ft (3)
(j) Off-Street Parking	Refer to Article V Parking and Loading
(k) Signs	Refer to Article VII Signs
(l) Landscape	Refer to Section 27.181
(m) Minimum Building Separation	10 ft
(n) Accessory Buildings	Refer to Article VI Special Development Standards and Uses

- Notes:
- (1) See Article II for definitions of development standards.
 - (2) Development standard applies to proposed subdivisions of land.
 - (3) Whichever is less.
 - (4) Net Area - means that area of a lot or parcel of land exclusive of: Public alleys, highways or streets; Proposed public facilities such as alleys, highways, streets or other necessary public sites when included within a proposed development project; or Other public or private easements when the owner of the servient tenement does not have the right to use the entire surface of the land.
 - (5) Refer to Sections 27.161 - 27.163.
 - (6) Refer to Section 27.165 Minimum lot width.
 - (7) Refer to Section 27.169 Specialized front yard requirements.
 - (8) Refer to Section 27.170 Specialized side yard requirements.
 - (9) Refer to Section 27.171 Specialized rear yard adjoining an alley
 - (10) Except as otherwise provided in Section 27.165.
ft - feet sf - square feet S - story R-O-W - Right-of-way
n/a - Development standard not applicable to zoning district.

Zoning

Sec. 27.110. Public Facilities District. Zone PF (Public Facilities) is established to encourage an orderly and harmonious development of public facilities.

Sec. 27.111. Public Facilities uses. Permitted uses, accessory uses, and conditional uses within the Public Facilities zoning district are described in Table 27.111.

Certain uses may not be suitable in every location in the public facilities district and therefore may require planning director or planning commission discretionary review through the conditional use permit process described in Section 27.270. Table 27.111 Uses by Public Facilities District, lists uses that are: a) permitted by right; b) permitted as accessory to the public use; c) permitted as conditional uses; and d) prohibited in the public facilities zoning district.

The planning commission may also permit other uses similar to the uses permitted by right in Table 27.111 that the commission finds to fall within the intent and purpose of these zones, that will not be more obnoxious or materially detrimental to the public welfare or to property in the vicinity of said uses, and which the commission finds to be of a comparable nature and of the same class as the uses permitted by right in Table 27.111.

**Table 27.111
Uses by Public Facilities District**

PUBLIC FACILITIES DISTRICT USES	P-F
Accessory buildings or structures	A
Airports	C
Carnivals	C*
Cemetaries	C
Child care centers	C
Community social centers	P
Convalescent hospitals/homes	C
Day care centers (greater than 12 persons)	C
Educational institutions (public)	P
Electrical distribution substations, microwave facilities	C
Electrical generating plants, microwave facilities	C
Fire stations	P
Golf courses (open to public)	P
Government offices	P
Gymnasiums (public)	P
Hospitals	C
Libraries	P
Lodge halls	C*
Microwave stations including towers (35 feet max)	C*
Microwave stations towers exceeding 35 feet	C*
Museums	C
Museums (enclosed buildings)	C*
Nursing homes, nursing care	C
Nursery schools	C
Parking lots	P
Parking buildings	P
Parks and playgrounds	P
Police stations	P
Post offices	P
Public utility service centers, plants and yards	P
Radio and television stations and towers (35 ft. max.)	C
Stations, bus, railroad and taxi	C
Swimming pools (public)	C

Key:

- | | |
|--|---|
| P = Use permitted by right. | X = Use is prohibited. |
| C = Use requires Planning Commission conditional use permit. | C* = Use requires Planning Director conditional use permit. |
| PI = Use permitted by right indoors only. | A = Use permitted as accessory use only. |

- (1) Accessory uses include any accessory uses permitted in the underlying zone to which this supplemental use zone is added, provided that all display and storage, other than parking for motor vehicles having a rated capacity of not more than two tons, shall be within an enclosed building.
- (2) Conditional uses include any conditional uses permitted in the underlying zone to which this supplemental use zone is added.
- (3) Permitted uses include any principal uses permitted in the underlying zone to which this supplemental use zone is added, provided that all display and storage, other than parking for motor vehicles having a rate capacity of not more than two tons, shall be within an enclosed building.

Zoning

Sec. 27.112. Public Facilities development standards. General development standards for the supplemental civic center zoning district are provided in Table 27.112. The standards include: (a) minimum lot size; (b) minimum lot width; (c) minimum lot depth; (d) minimum front yard setback; (e) minimum side yard setback; (f) minimum rear yard setback; (g) maximum building coverage; (h) maximum floor area ratio; (i) maximum height; (j) off-street parking; (k) signs; (l) landscape; (m) minimum building separation; and (n) accessory buildings. These provisions are intended to provide the minimum acceptable standards for development within the supplemental civic center district necessary to ensure quality development. The development standards are supplemented by special development standards described in Article VI.

Sec. 27.113 to 27.119. Reserved

Zoning

**Table 27.112
Public Facilities Development Standards**

Development Standards (1)	PF
(a) Minimum Lot Size (2)(3)(4)	7,500 sf
(b) Minimum Lot Width (2)(5)	50 ft
(c) Minimum Lot Depth	100 ft (9)
(d) Minimum Front Yard Setback (7) (10) From Ultimate Street R-O-W Flag Lot (from connection with access extension)	20 ft 20 ft
(e) Minimum Side Yard Setback (7) Interior Side Street Side Flag Lot	10 ft 10 ft 10 ft
(f) Minimum Rear Yard Setback (8) Standard Lot Flag Lot and Cul-de-Sac Lot Adjacent to Alley or Street R-O-W	10 ft 10 ft 10 ft
(g) Maximum Building Coverage	40%
(h) Maximum Floor Area Ratio	80%
(i) Maximum Height Primary Structure	3S/45 ft
(j) Off-Street Parking	Refer to Article V Parking and Loading
(k) Signs	Refer to Article VII Signs
(l) Landscape	Refer to Section 27.181
(m) Minimum Building Separation	10 ft
(n) Accessory Buildings	Refer to Article VI Special Development Standards and Uses

- Notes:
- (1) See Article II for definitions of development standards.
 - (2) Development standard applies to proposed subdivisions of land.
 - (3) Net Area - means that area of a lot or parcel of land exclusive of: Public alleys, highways or streets; Proposed public facilities such as alleys, highways, streets or other necessary public sites when included within a proposed development project; or Other public or private easements when the owner of the servient tenement does not have the right to use the entire surface of the land.
 - (4) Refer to Sections 27.161 - 27.163.
 - (5) Refer to Section 27.165 Minimum lot width.
 - (6) Refer to Section 27.169 Specialized front yard requirements.
 - (7) Refer to Section 27.170 Specialized side yard requirements.
 - (8) Refer to Section 27.171 Specialized rear yard adjoining an alley.
 - (9) Except as otherwise provided in Section 27.165.
 - (10) Setback requirement same as for adjacent property to the rear of project site
ft - feet sf - square feet S - story R-O-W - Right-of-way
n/a - Development standard not applicable to zoning district.

Zoning

Sec. 27.120. Planned Development District. The Planned Development (PD) district is established to allow flexible development plans to be prepared for the Special Study Areas identified in the General Plan Land Use Element which may benefit from unique or special land use and design controls not otherwise possible under conventional zoning regulations. Purposes of the PD district include permitting a compatible mixture of land uses, allowing for planned commercial and industrial areas, and a variety of housing styles and densities. This section establishes the procedures for securing the Planned Development zone designation, and for granting a Planned Development Permit for any project located in a PD district.

Sec. 27.121. Planned Development Ordinance required. A PD zone may only be established by an ordinance specifying, among other things, the goals, objectives, use and development standards for the district. Such standards shall apply to all development within the district.

Sec. 27.122. Establishment or amendment of planned development district. The following procedures shall apply to the establishment or amendment of any Planned Development District:

- (a) Minimum Property Size. The proposed PD district property must contain a minimum of fifty acres of land.
- (b) Submission of Specific Plan. A property may be zoned Planned Development District when the Change of Zone Application is accompanied by a Zoning Map that includes the following information:
 - (1) General Plan Land Use Categories with Associated Acreages;
 - (2) Proposed Land Uses;
 - (3) Density Ranges;
 - (4) Maximum Number of Proposed Dwelling Units; and/or
 - (5) Floor Area Ratios.

Such Change of Zone Application shall be followed by the submittal of a Specific Plan concurrent with submittal of more detailed development plans such as tentative map or site plan. A Specific Plan may also be submitted concurrently with a Change of Zone Application.

Zoning

The Specific Plan shall be prepared in accordance with Section 65451 of the Government Code that includes a detailed development plan indicating the uses, development standards and infrastructure requirements to serve the proposed plan. Whenever a Planned Development District does not contain any standards for a particular aspect of development, the Planning Director shall determine the Zoning Ordinance standards most applicable to the individual Planned Development District.

- (c) **Planning Commission Review.** The Planning Commission shall review and hold a public hearing on the Specific Plan and proposed change to the Planned Development (PD) zone. The application shall be heard as a rezoning matter pursuant to the requirements of Section 27.250 through Section 27.255 of this Code. The planning commission shall recommend action on the proposal to the city council.
- (d) **City Council.** The city council has the sole authority to act on the specific plan and proposed rezoning after considering the Planning Commission recommendations. If the council approves the specific plan and zone change, the PD zone shall be indicated on the official zoning map by the base PD designations and a number indicating which specific plan is applicable (e.g. PD-8). Specific plan numbers shall be assigned chronologically.

Sec. 27.123. Site plan review. All development within a PD zone shall be reviewed pursuant to procedures specified in Section 27.260 through Section 27.269.

Sec. 27.124 to 27.129. Reserved.

Zoning

Sec. 27.130. Light Agricultural District. The light agricultural zone is intended for areas adjacent to existing agricultural land on the urban fringe of the city in areas which contain relatively large parcels of property which are conducive to growing a limited quantity of crops, and the keeping of horses, cows, sheep, goats, chickens, and rabbits for personal use and/or for the production of milk, eggs, and other products for personal use. This zone is also intended to permit commercial and light industrial activities which support agriculture or are connected to the agricultural industry. Examples of such uses would be trucking firms, tractor repair shops, and welding shops.

Sec. 27.131. Light agricultural permitted uses, accessory uses, conditional uses and prohibited uses. Permitted uses (uses permitted by right) in the light agricultural zoning district are primarily agricultural and residential.

Certain uses may not be suitable in every location within the light agricultural district and therefore require planning director or planning commission discretionary review through the conditional use permit process described in Section 27.270. Table 27.131, Uses by Light Agricultural District, lists those uses that are: (a) permitted by right; (b) permitted as accessory to the recreational use; (c) permitted as conditional uses; and (d) prohibited in the light agricultural zoning district.

The planning commission may also permit other uses similar to the uses permitted by right in Table 27.131 that the commission finds to fall within the intent and purpose of this zone, that will not be more obnoxious or materially detrimental to the public welfare or to property in the vicinity of said uses, and which the commission finds to be of a comparable nature and of the same class as the uses permitted by right in Table 27.131.

Sec. 27.132. Light agricultural development standards. General development standards for the light agricultural zoning district are provided in Table 27.132. The standards include: (a) minimum lot size; (b) minimum lot width; (c) minimum lot depth; (d) minimum front yard setback; (e) minimum side yard setback; (f) minimum rear yard setback; (g) maximum building coverage; (h) maximum floor area ratio; (i) maximum height; (j) off-street parking; (k) signs; (l) landscape; (m) minimum building separation; and (n) accessory buildings. These provisions are intended to provide the minimum acceptable standards for development within the recreational district necessary to ensure quality development. The development standards are supplemented by special development standards described in Article VI.

Sec. 27.133 to 27.139. Reserved.

Table 27.131
Uses by Light Agricultural District

LIGHT AGRICULTURAL DISTRICT USES	A-1
Accessory buildings or structures, including private garages, carports, barns, stables, corrals, and chicken coops	A
Agricultural crops, growing of for personal use only	P
Agricultural equipment sales office and display yards for the sale of farm equipment	P
Animals, horses, cows, goats, rabbits, chickens, and other farm animals for personal use	P
Any conditionally permitted use in the R-1 or R-A zone	C
Any use permitted in the R-1 or R-A zone	A
Commercial feed lots or slaughter houses for cattle	X
Commercial fruit stands and other stands which sell agricultural products to the general public	P
Swine, keeping of	P
Tractor and other farm implement repair and/or service shops	P
Trucking companies transporting agricultural products/by-products	P
Weiding shops which repair agricultural equipment	C*

Key:

P = Use permitted by right.	X = Use is prohibited.
C = Use requires Planning Commission conditional use permit.	C* = Use requires Planning Director conditional use permit.
PI = Use permitted by right indoors only.	A = Use permitted as accessory use only.

Zoning

Table 27.132
Light Agricultural Development Standards

Development Standards (1)	A-1
(a) Minimum Lot Size (2)(4)(5)	40 acres
(b) Minimum Lot Width (2)(6)	100 ft
(c) Minimum Lot Depth	n/a
(d) Minimum Front Yard Setback (7) (10) From Ultimate Street R-O-W Flag Lot (from connection with access extension)	25 - 35 ft 25 - 35 ft
(e) Minimum Side Yard Setback (8) Interior Side Street Side Flag Lot	10 ft 10 ft 10 ft
(f) Minimum Rear Yard Setback (9) Standard Lot Flag Lot and Cul-de-Sac Lot Adjacent to Alley or Street R-O-W	25 ft 25 ft 25 ft
(g) Maximum Building Coverage (11)	2.5% for 40 acres and greater
(h) Maximum Floor Area Ratio (12)	0.25 for 40 acres and greater
(i) Maximum Height Primary Structure	2 S/35 ft
(j) Off-Street Parking	Refer to Article V Parking and Loading
(k) Signs	Refer to Article VII Signs
(l) Landscape	Refer to Section 27.181 (3)
(m) Minimum Building Separation	10 ft
(n) Accessory Buildings	Refer to Article VI Special Development Standards and Uses

- Notes: (1) See Article II for definitions of development standards.
 (2) Development standard applies to proposed subdivisions of land.
 (3) All commercial and light industrial uses, established after the effective date of the ordinance codified in this chapter and in the A-1 zone, shall have landscaping established and maintained across the entire front lot line of the property within the required front yard setback area. Subject landscaping shall be subject to the requirements of Sections 27.260 through 27.269 (Site Plan Review).
 (4) Net Area - means that area of a lot or parcel of land exclusive of: Public alleys, highways or streets; Proposed public facilities such as alleys, highways, streets or other necessary public sites when included within a proposed development project; or Other public or private easements when the owner of the servient tenement does not have the right to use the entire surface of the land.
 (5) Refer to Sections 27.161 - 27.163.
 (6) Refer to Section 27.165 Minimum lot width.
 (7) Refer to Section 27.169 Specialized front yard requirements.
 (8) Refer to Section 27.170 Specialized side yard requirements.
 (9) Refer to Section 27.171 Specialized rear yard adjoining an alley.

Zoning

- (10) Front yard setback requirements are based on lot area as identified below

Lot Area <u>Square Feet</u>	Setback <u>(Front Yard)</u>
10,000 - 10,999	25'
11,000 - 11,999	30'
12,000 - 12,999	30'
13,000 - 13,999	35'
14,000 - 14,999	35'
15,000 - 15,999	35'
16,000 - Over	35'

- (11) 5% for lots from 10 to 40 acres in size; 10% for lots less than 10 acres in size.
(12) .05:1 for lots from 10 to 40 acres in size; .1:1 for lots less than 10 acres in size.
(13) Maximum height for specialized buildings that are an integral part of agricultural processing is 150 feet, unless restricted by Airport Land Use Plan.

ft - feet sf - square feet S - story R-O-W - Right-of-way

n/a - Development standard not applicable to zoning district.

Zoning

Article V. Parking and Loading.

Sec. 27.140. Location of parking and loading facilities.

- (a) Residential Uses. Required parking facilities shall be located on the same lot or parcel of land which is to be served. Such facilities shall have direct access to a public street or alley and shall be located on the site where the erection of garages or carports are permitted.
- (b) Commercial or Industrial Uses. Required parking facilities shall be located:
 - (1) On the same lot or parcel of land as the use such parking facilities are intended to serve; or
 - (2) On an adjacent lot or parcel of land held under joint ownership of both adjoining property owners and intended to serve the subject use; or
 - (3) On an adjacent lot or parcel of land separated only by an alley from the use which such facilities are intended to serve, and which is either under the same ownership or where reciprocal access and parking agreements exist; or
 - (4) In the boundaries of a Business Parking and Improvement area.
- (c) Loading Facilities. Required loading facilities shall be located on the same lot or parcel of land as the use served.
- (d) Ingress and Egress. Required parking and loading facilities shall be provided with adequate ingress and egress from and to a public street, highway, or alley.

Sec. 27.141. Combined parking or loading facilities.

- (a) For Uses on Separate Lots or Parcels of Land. Required parking facilities may be provided collectively for two or more buildings located on separate lots or parcels of land, provided that both parcels are under the same or joint ownership, and provided that the total parking spaces combined does not equal less than the parking space requirements for the individual uses. The parking

Zoning

agreement or arrangement shall be recorded with the County Recorder.

(b) For Uses With Varying Requirements Located on the Same Lot or Parcel of Land.

1. In the event that uses having varying parking and loading requirements are located on the same lot or parcel of land, the facilities provided, including collective parking facilities, shall equal the sum total of the requirements for the various individual uses computed separately in accordance with Provisions of this article. This requirement does not apply to shopping centers.
2. Parking and loading facilities designated for one use may not be counted or considered as also providing required parking or loading facilities for any other use.

Sec. 27.142. Ownership of the parking area. Property on which required parking is established, shall be under the same ownership as the use it is intended to serve. Any joint ownership or operation resulting from the establishment of collective parking facilities as provided in Section 27.141 shall be construed as complying with this provision.

Sec. 27.143. Required parking spaces. The parking standards included in Table 27.143 indicate the spaces and facilities required for off-street parking that shall apply at the time the subject building or structure is erected or placed on the ground. Uniform Building Code requirements for handicapped parking spaces shall also be provided as part of the required off-street parking. These standards shall also apply when an existing building is altered or enlarged by the addition of dwelling units or guest rooms, or the use in question is intensified by the addition of floor space, seating capacity, or change of use.

Zoning

**Table 27.143
Required Parking Spaces**

LAND USE	PARKING SPACES REQUIRED OR FACILITIES
(a) Residential Uses	
(1) Single-family dwellings	Two spaces for each dwelling unit.
(2) Two-family (duplex) dwelling	Two spaces for each dwelling unit.
(3) Apartment houses and condominiums containing three or more units	a. One and one-half spaces for each studio unit; b. One and three-quarters spaces for each one-bedroom unit; c. Two spaces for each unit with two or more bedrooms;
(4) Rooming and boarding houses	One parking space for each guest room.
(5) Hotels	One parking space for each guest room.
(6) Motels	One parking space for each guest room.
(7) Mobilehome parks	One parking space for each mobilehome space, and in addition, one parking space for each two mobile home spaces in the park for guest parking. Said guest parking shall be conveniently located within the mobilehome park.
(8) Mobilehome subdivisions	Two parking spaces for each lot occupied by a single mobilehome.
(9) Second units	One space in addition to two spaces for primary dwelling unit.
(10) Senior housing	1.2 spaces per dwelling unit.
(b) Commercial Uses	
(1) Retail stores, shop, supermarkets, and food stores	One space for each four hundred square feet of gross floor area.
(2) Shopping centers	One space for each three hundred square feet of gross floor area.

Zoning

**Table 27.143
Required Parking Spaces (Continued)**

LAND USE	PARKING SPACES REQUIRED OR FACILITIES
(3) Restaurants, cafes, night clubs, bars and taverns and restaurants with only delivery service.	One space for each fifty square feet of gross floor area where the public is served, and one additional space for each two employees on the largest shift and one additional parking space for each vehicle used in connection with the business.
(4) Offices, business and professional	One parking space for each three hundred square feet of gross floor space.
(5) Medical buildings and dental buildings	One parking space for each two hundred square feet of gross floor area.
(6) Chapels and mortuaries	One parking space for every four seats, if the seats are fixed or one space for each thirty square feet of seating area where there are not fixed seats. In addition, one space shall be provided for each employee and one space for each vehicle owned by the establishment and used in the business.
(7) Nursing homes and convalescent hospitals	One parking space for each three beds licensed to be located in the facility. In addition, one space for each employee on the largest shift.
(8) Theaters and similar places of public assembly, including churches	One parking space for each four seats, if the seats are fixed, or one space for each thirty square feet of open assembly area where seats are not fixed, excluding platform and stage areas.
(9) Automobile sales, lots, boat sales, trailer sales, retail nurseries, and other businesses not conducted inside a building or other structure	One parking space for each one thousand square feet of open area devoted to display or sales, plus one additional space for each employee on the largest shift. Where such area exceeds ten thousand square feet, one additional space for each five thousand square feet over ten thousand square feet of area, shall be provided. In addition, one additional space for each four hundred square feet of sales office space shall be provided.
(c) Manufacturing and Industrial Uses (including Open Industrial Uses)	

Zoning

**Table 27.143
Required Parking Spaces (Continued)**

LAND USE	PARKING SPACES REQUIRED OR FACILITIES
(1) Industrial uses of all types, except buildings used exclusively for warehouse purposes	1.5 parking spaces for each two employees on the largest shift, or for each four hundred square feet of floor area, whichever is greater, and one additional parking space for each vehicle used in connection with the business.
(2) Public utility facilities, including, but not limited to electric, gas, water, telephone and telegraph facilities not having business offices on the premises	1.5 parking spaces for each two employees on the largest shift, and one parking space for each vehicle used in connection with the use. A minimum of two parking spaces shall be provided for each such use regardless of building space or number of employees.
(3) Warehouses or buildings used exclusively for storage purposes	1.5 parking spaces for each twenty-five hundred square feet of floor area or one space for each two employees, whichever is greater, and one parking space for each vehicle used in connection with the use.
(d) Other Land Uses	
(1) Child care centers	One parking space for every employee and a 40-foot loading zone.
(2) Hospitals	One parking space for each three beds, plus one space for each staff doctor, plus one space for each three employees other than staff doctors.
(3) Children's homes	One parking space for each employee on the largest shift.
(4) Educational facilities, including elementary schools, secondary schools, kindergartens, and parochial schools	One parking space for each classroom, plus one space for each three students of legal driving age, and one space for each three nonteaching employees.
(5) Recreational vehicle parks	One parking space for each recreational vehicle space, plus one additional space for each employee of the park.
(6) Caretaker's residence	Two parking spaces required.

Zoning

**Table 27.143
Required Parking Spaces (Continued)**

LAND USE	PARKING SPACES REQUIRED OR FACILITIES
(7) Self-storage facilities	Two spaces plus one additional space for each fifty storage cubicles.
(8) Automobile rental agencies	One space for each two hundred square feet of gross floor area, plus one space for each vehicle to be stored on the lot.
(9) Automobile service	One and one-half spaces for each pump station up to the first six pump, and one space for each additional pump.
(10) Automobile service and repair garages	Three spaces for each service bay (service bay shall not be counted as parking space).
(11) Banks and other financial institutions	One space for every two hundred square feet of gross floor area.
(12) Bowling alleys	One space for each alley, plus one additional space for each five fixed seats in any gallery, plus one space for each two employees on the largest shift. Additional parking shall be required for restaurants or cocktail lounges located within the bowling alley as specified in this ordinance.
(13) Commercial buildings (not otherwise specified herein)	One parking space for each four hundred square feet of gross floor area, and one additional space for each employee.
(14) For other uses not specified herein	To be determined by the commission upon a recommendation by the planning director.

Zoning

Sec. 27.144. Computation of required off-street parking spaces.

- (a) Consideration of Fractional Remainders. When a fractional figure is found as a remainder in computations made to determine required off-street parking facilities, said fraction shall be construed as a whole number.
- (b) Parking in Buildings. Where required parking computations are based on floor area, floor space devoted to parking within a building, or necessary interior driveways and ramps thereto, shall be excluded.

Sec. 27.145. Motor vehicle maneuvering and parking space layout.

- (a) Parking Space Dimensions.
 - (1) All full size parking spaces shall have a minimum width of nine feet, and a minimum length of twenty feet. Specific Uniform Building Code requirements will be followed for handicapped parking space dimensions.
 - (2) A maximum of twenty-five percent of required parking spaces may be compact car spaces. Compact car spaces shall have a minimum width of seven and one-half feet, and a minimum length of fifteen feet.
- (b) Maneuvering Areas Adjacent to Parking Spaces. Maneuvering areas adjacent to parking spaces shall be designed in accordance with city standard detail No. A-3 and in accordance with the following:

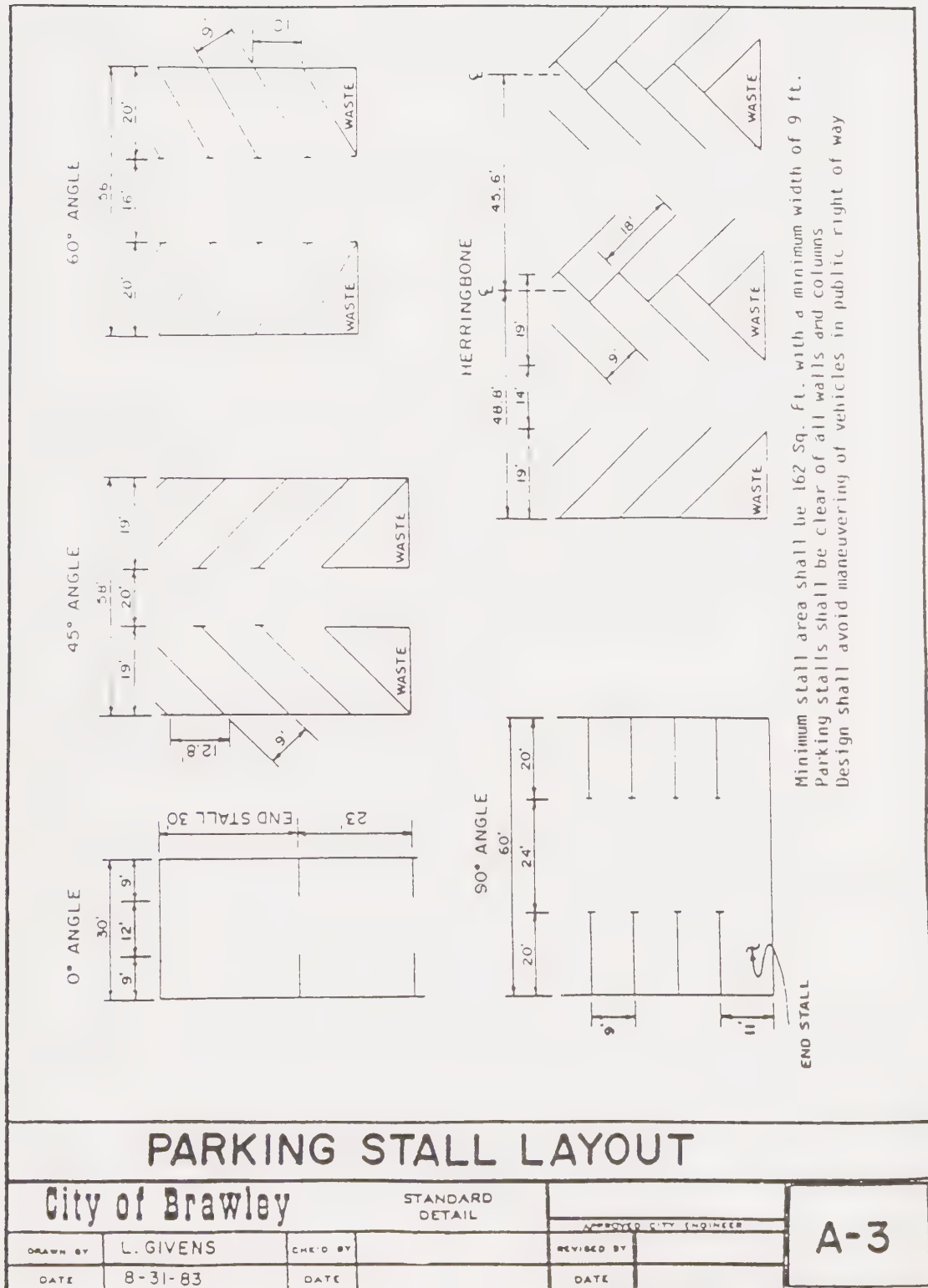
<u>Parking lot design</u>	<u>Maneuvering Area</u>
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90 degrees	24 feet
45 degrees	20 feet
60 degrees	16 feet

- (c) Required Driveways for Residential Use. Driveways shall be provided to allow ingress and egress to and from required parking areas as specified below.
 - (1) Residential Uses. Driveways, other than maneuvering areas, providing vehicular access to residential uses in any zone shall conform to the following:

Zoning

Detail No. A-3



Zoning

- (A) Driveways serving not more than four dwelling units shall have a width of not less than ten feet.
- (B) Driveways serving five or more dwelling units shall have a width of not less than thirty feet. In lieu of a thirty foot driveway, two driveways of not less than fifteen feet each may be substituted. Where used, such driveways shall have directional signs provided to ensure one-way ingress and egress respectively.
- (d) Required Driveways for Commercial and Industrial Uses. Driveways with a minimum width of thirty feet shall be provided to allow ingress and egress to and from required parking areas.
- (e) Turnaround Areas. Any required garage, carport, or parking space located more than one hundred feet from the street or highway from which access is taken, and served by a driveway not less than thirty feet in width, shall have a motor vehicle turnaround area at least thirty feet in width and thirty feet in length located adjacent thereto.

Sec. 27.146. Parking area circulation.

- (a) Parking lots designed for four or more vehicles shall be designed to provide for ample maneuvering areas to permit vehicular traffic to move into and out of the parking area without the backing of any vehicles onto a street or highway.
- (b) Parking area having more than one driveway shall have directional signs provided in each driveway indicating the direction of traffic flow.

Sec. 27.147. Development of parking facilities.

- (a) Paving. All required parking areas, maneuvering areas, and any driveways used for access thereto shall be paved to City of Brawley engineering standards:
- (b) Marking of Parking Spaces. Wherever five or more motor vehicle parking spaces are required for residential development and for all non-residential development, each space shall be clearly marked with paint or other easily distinguishable material.

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- (c) Bumper Guards or Wheel Stops. Bumper guards or wheel stops, where appropriate, shall be provided for all required motor vehicle parking spaces except spaces established in a garage or carport.
- (d) Buffer Walls. Where required parking facilities for six or more motor vehicles are located adjacent to a residential zone, a solid masonry wall, not less than five feet in height shall be constructed along the common lot line between the parking area and the residentially zoned parcel. Where such wall is located within ten feet of any street, highway, or alley, and would interfere with the line-of-sight vision of the driver of a motor vehicle, said wall shall not exceed a height of forty-two inches.
- (e) Parking lot landscaping.
 - (1) Interior.
 - (A) A minimum of ten percent of the interior area of parking lots containing twelve or more spaces shall be landscaped according to a planning director approved landscaping plan. For parking lots with less than twelve spaces, a minimum of five percent of the interior area shall be landscaped according to a landscaping plan to be approved by city staff.
 - (B) The end areas of all rows of parking stalls shall have planter areas which contain at least two fifteen gallon trees. The end planters shall be five feet by twenty feet in the case of ninety-degree angle parking and shall be triangular in shape in the case of forty-five-degree or sixty degree angle parking stalls as indicated on Exhibit F-1. In addition to the planters to be located at the end areas of parking rows, there shall be provided one four-foot-by-four foot (interior dimension) planter for each five parking spaces in the area between the end planters. All four-foot - by-four-foot planters shall contain one fifteen-gallon tree. The location of the four-foot-by-four-foot planters shall be as indicated on Exhibit F-1.
 - (C) All parking lots containing twelve or more spaces shall be shaded by trees or by a combination of covered parking structures and trees, which shall be placed throughout the parking lot area to provide adequate shade for pedestrians and vehicles. Shade

Zoning

trees shall be placed so as to shade at least thirty percent of the total parking lot area with tree canopies within fifteen years after approval of the landscaping plan. All newly planted shade trees in parking lot areas shall be a minimum size of fifteen gallons when planted and shall be of a species that does not lose leaves during the winter months. The maximum distance between trees shall be forty feet. Tree locations shall not interfere with parking lot lighting fixtures or illumination patterns. Covered parking structures may be used to provide up to one-half of the required thirty percent shading in lieu of some of the trees.

(2) Peripheral Planting Areas Adjacent to Streets.

- (A) All parking lots located adjacent to city streets shall provide for a peripheral planting area not less than five feet in width between the sidewalk and property line. The required peripheral planting area shall be included in the calculation of landscaped area and shall be landscaped with grass, low shrubs, or other vegetation or material as approved by the planning commission. At least one fifteen-gallon street tree shall be planted for each forty feet of street frontage. If palm trees are utilized, they shall be a minimum height of fifteen feet when planted.
- (f) Lighting of outdoor parking areas for twelve or more parking spaces shall be designed and arranged to prevent glare or direct illumination into any adjacent residential zone, while providing adequate lighting for public safety. Lighting shall be required for all parking lots with 12 or more spaces.

Sec. 27.148. Site plan for parking lots.

- (a) A site plan shall be submitted to the planning department, pursuant to the provisions of Section 27.260 (Site Plan Review), prior to the establishment of any required parking facilities. All parking lots shall be designed in accordance with the dimensions spelled out and depicted in city standard detail No. A-3. The site plan shall be submitted to the planning director for approval.
- (b) The site plan shall indicate type, location and size of all proposed landscaping.

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Sec. 27.149. Loading facilities.

- (a) Provisions. Where the need is determined by the planning director, commercial, industrial, and institutional buildings hereafter erected or established shall have and maintain loading spaces.
- (1) Loading spaces shall be not less than twelve feet in width, forty feet in length, and with fourteen feet of vertical clearance.
 - (2) Loading spaces shall be located and designed so that trucks need not back into a public street or alley. No part of an alley or street shall be used for loading unless the area has been established as a loading area by the city.
 - (3) When the lot upon which the loading spaces are located abuts an alley paved to city standards, such loading spaces may have access from said alley provided that the alley is not adjacent to a residential district
 - (4) No loading space for vehicles over two tons capacity shall be located closer than thirty-five feet to a residential zone.
 - (5) Required off-street loading spaces shall be located on the same site as the use being served.
 - (6) Space allocated for any off-street loading facilities shall not, while so allocated, be used to satisfy the space requirements for any off-street parking facilities, or portion thereof.
 - (7) No loading space which is provided for the purpose of complying with the provisions of this chapter shall hereafter be eliminated, reduced, or converted in any manner below the requirements established by this chapter, unless equivalent facilities are provided in conformance with this chapter.
- (b) Loading Spaces Required. The following minimum off-street loading space shall be provided for uses other than residential, with adequate means for ingress and egress. The following schedule shall include and apply to all commercial and industrial structures in the city of Brawley.

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<u>Total Square Feet of Building Space</u>	<u>Loading Spaces</u>
<u>Gross Floor Area</u>	<u>Required</u>
Less than 2500 square feet	1
2500 square feet to 20,000 square feet	2
20,001 square feet to 50,000 square feet	3
More than 50,000 square feet	4

Sec. 27.150. Parking lots as a supplemental use. In addition to compliance with all other applicable sections of this chapter, the following regulations shall apply to parking lots as a supplemental use in zones where they are permitted as a principal use:

- (a) Parking shall be permitted when the lot or parcel of land in the zone in which parking as a supplemental use is permitted adjoins or is separated only by an alley from any commercial or manufacturing zone.
- (b) Parking shall be limited to motor vehicle parking lots exclusively, but shall exclude vehicles over two tons rated capacity.
- (c) The area developed with parking as a supplemental use shall have direct vehicular access to an improved public street, highway, alley or to the qualifying commercial or industrial zone.

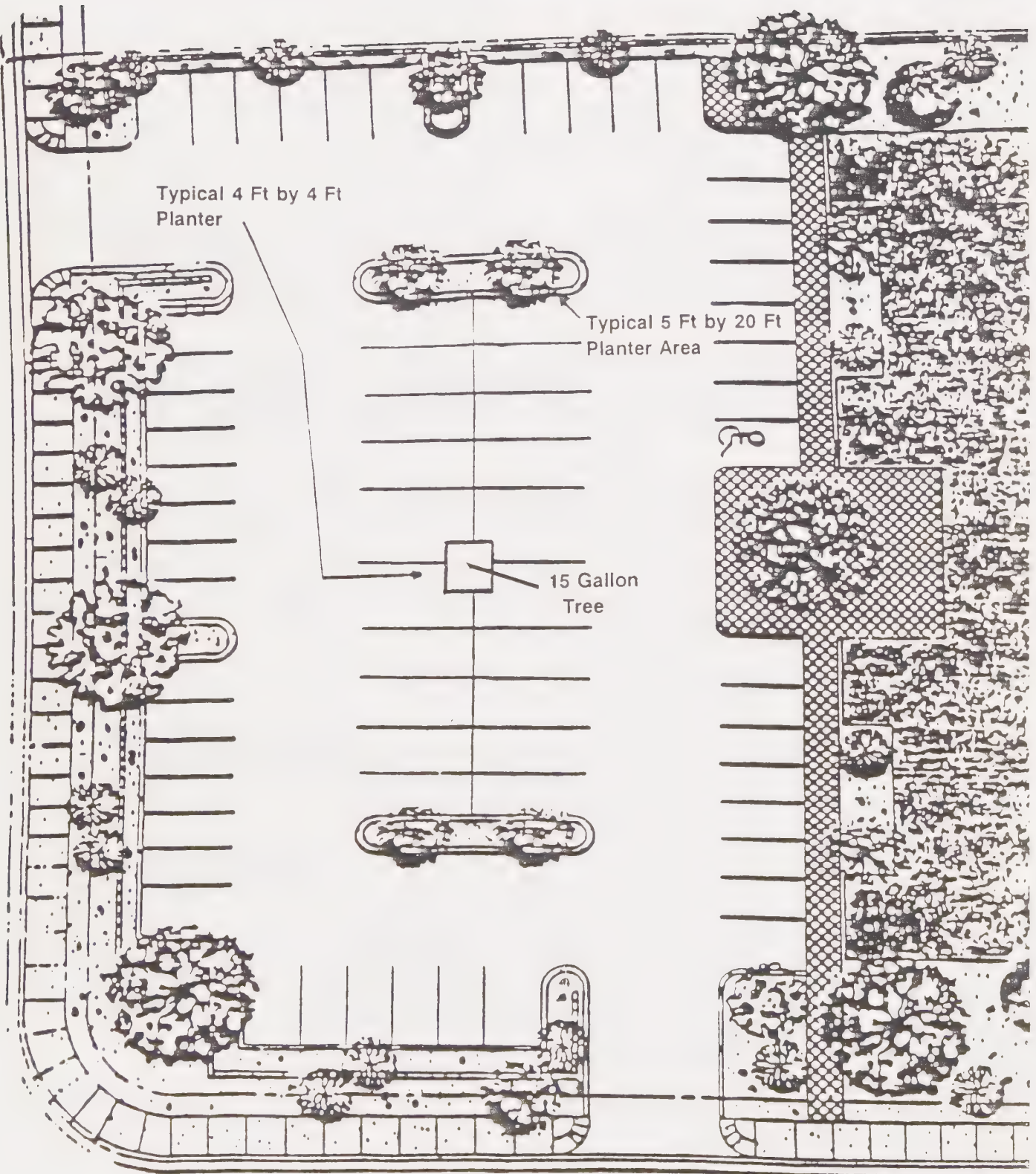
Sec. 27.151. Oversized vehicle parking.

- (a) Provisions. Where the need is determined by the planning director, commercial, industrial, and institutional buildings hereafter erected or established shall have and maintain up to 10 percent of required off-street parking spaces for oversized vehicles.
 - (1) Oversized vehicle spaces shall not be less than twelve feet in width, twenty-five feet in length, and with fourteen feet of vertical clearance.
 - (2) Required off-street oversized spaces shall be located on the same site as the use being served.

Section 27.152 to 27.159. Reserved.

Zoning

Exhibit F-1



Note: This Drawing is not to scale.

Zoning

Article VI. Special Development Standards and Uses

Sec. 27.160. Purpose. The special regulations included in Sections 27.160 through 27.196 are supplementary provisions intended to provide clarification and amplification of the provisions and standards governing development in each zone.

Section 27.161. Area accepted as the required area. The required area of a lot or parcel of land shall be not less than the area indicated in the corresponding zoning district in which the lot or parcel is located, except under the following special conditions:

- (a) **Recorded Subdivisions.** Required area shall mean that area of a lot or parcel of land shown as a part of a final subdivision map that has been approved by the city council and recorded as provided for in the Subdivision Map Act and the subdivision ordinance. Where the area of a lot in a recorded subdivision is less than the minimum area required in the zone, it shall be considered to meet the minimum area requirements of the zoning ordinance.
- (b) **Lot Area Required.** Where a property owner has the right of possession to a lot or parcel of land by virtue of a recorded deed or contract of sale, "required area" shall be interpreted to mean the area of said lot or parcel as provided in subject deed or contract of sale, provided the deed or contract of sale was recorded prior to the adoption of the ordinance codified in this chapter or any previous ordinance which set minimum area requirements on said lot or parcel of land. A building permit will be issued to construct any structure permitted in the zone where said lot or parcel of land is located, provided all yards as required by this chapter can be provided, and all other regulations contained in this chapter are complied with.

Sec. 27.162. Creation of a lot or parcel having less than required area. Except as otherwise provided in this article, a person shall not divide any lot or parcel of land, and shall not convey any lot or parcel of land or any portion thereof, if as a result of such conveyance the area of any lot or parcel of land so reduced, or a lot or parcel of land so created, is in violation of the requirements of this article.

Sec. 27.163. Use of a lot or parcel having less than required area. Where a portion of a lot or parcel of land is sold or transferred and as a result of such sale or transfer one or more parcels are created of such an area as to no longer conform to the requirements of this article, then in the determination of the permissible number and location of any buildings on any lot or parcel of land so

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created by such sale or transfer, the portion sold or transferred and the remainder shall be considered as one parcel.

Sec. 27.164. Required area reduced for street or highway purposes. If a lot or parcel of land has not less than the area required in the zoning district, and subsequently a portion is acquired for street or highway purposes, in any manner including dedication, condemnation or purchase, and if the remainder of such lot or parcel of land has not less than seventy-five percent of the required area, then such remainder shall be considered as having the required area for the zoning district where such parcel or lot is located.

Sec. 27.165. Minimum lot width. Unless otherwise provided in this article, the required width of a lot or parcel of land shall be not less than the width designated in the zone.

Sec. 27.166. Required width of lots or parcels accepted as having the required area. A lot or parcel of land accepted as having the required area, as provided in the corresponding zoning district in which the lot or parcel is located, shall also be accepted as having the required minimum width for the zone where said lot or parcel is located.

Sec. 27.167. Minimum street or highway frontage. Each lot or parcel of land shall have a street or highway frontage of not less than thirty-five feet when the front property line coincides with the street or highway line.

Sec. 27.168. Required width reduced by public use. If a lot or parcel of land has not less than the required width and after creation of such lot or parcel of land a portion of its width is acquired for public use in any manner including, but not limited to dedication, condemnation or purchases, and if the remainder of such lot or parcel of land has not less than seventy percent of the required width, but in no event less than forty feet, such remainder shall be considered as having the required width.

Sec. 27.169. Specialized front yard requirements.

- (a) **Key lots.** The depth of the required front yard on key lots or parcels of land shall not be less than the average depth of the required front yard of the adjoining interior lot or parcel of land and the required side yard of the adjoining reversed corner lot or parcel of land.
- (b) **Lots on sloping terrain.** On lots where there is an elevation difference of ten feet or more between the curb level and a point halfway between the front and rear property lines measured at the

Zoning

center of the lot, the front yard required shall be at least thirty percent of the minimum lot width required in the zone.

Sec. 27.170. Specialized side yard requirements.

(a) Width.

- (1) Interior lots or parcels of land which have widths of less than fifty feet, and were in existence prior to the adoption of the ordinance codified in this chapter or a previous ordinance regulating minimum lot widths, may have side yards of not less than three feet.
- (2) Required side yards in residential zones shall be increased three feet in width for each story of a building established above a height of two stories.

(b) Commercial or Industrial Zones Adjoining a Residential Zone.

Where a commercial or industrial zone adjoins a residential zone, each lot or parcel of land in said commercial or industrial zone adjoining a lot or parcel of land in a residential zone shall have a side yard as prescribed in the zone, but in no event less than ten feet in width along the contiguous property line. The required side yard in commercial and industrial zones shall be increased three feet in width for each story of a building established above a height of two stories.

Sec. 27.171. Specialized rear yards adjoining an alley.

- (a) Rear yards adjoining an alley. Where a required rear yard adjoins an alley, one-half of the width of such alley may be considered as a part of the depth of a required rear yard.

(b) Commercial or industrial zones adjoining a residential zone.

Where a commercial or industrial zone adjoins a residential zone each lot or parcel of land in said commercial or industrial zone adjoining a lot or parcel of land in a residential zone shall have a rear yard as prescribed in the zone, but in no event less than ten feet in depth along the contiguous property line. The required rear yard in commercial and industrial zones shall be increased three feet in width for each story of a building established above a height of two stories.

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Sec. 27.172. Location of accessory buildings in yards.

- (a) Location of accessory buildings with regard to side and rear lot lines shall conform to the following requirements:
 - (1) One-story garages may be located within five feet of any side lot line or rear lot line on interior lots. Corner lots shall require a minimum ten-foot setback from the street line of any street or highway.
 - (2) One-story carports may be placed over a driveway in a side yard, provided no part of the structure is closer than three feet to the side property line.
 - (3) Storage sheds not exceeding one hundred fifty square feet may be located within any required side or rear yard area provided no part of the structure is located closer than three feet to the side or rear property line. Storage sheds located on corner lots shall not be located closer than ten feet to any street or highway right-of-way line.
 - (4) Accessory buildings having more than one-story shall conform to the side and rear yard requirements for main buildings in the zone where such accessory buildings are located.

Sec. 27.173. Location of other structures and projections into yards.

- (a) In addition to accessory buildings permitted by Section 27.173, the following structures may be erected or projected into any required yard:
 - (1) Fences and walls as provided in Section 27.182 (Special Development Standards);
 - (2) Signs as provided in Article VII (Signs);
 - (3) Landscape elements including trees, shrubs and other plants.
- (b) The following projections may extend into a required front, side, or rear yard a distance not to exceed six feet, provided such projections are not constructed closer than three feet of any front, side or rear property line:

Zoning

- (1) Cornices, eaves, belt courses, sills, buttresses or other similar architectural features;
 - (2) Fireplace structures and bays, not wider than eight feet measured in the general direction of the wall of which it is a part, provided said fireplace or bay does not project more than three feet into any required front or rear yard setback;
 - (3) Open and unenclosed fire escapes, balconies, stairways and door stoops;
 - (4) Awnings;
 - (5) Planting boxes or masonry planters, not to exceed a height of forty-two inches;
 - (6) Air-conditioning equipment (side and rear yards only);
 - (7) Verandas.
 - (8) Pools, decks, and spas.
- (c) The following structures may be erected or projected into required rear and side yard areas only:
- (1) Satellite dish antennas.

Sec. 27.174. Use of yards.

- (a) Boats, Trailers or Trailer Coaches. Boats, trailers or trailer coaches shall not be stored or parked in any required front yard or side yard adjacent to a street or highway in residential zones.
- (b) Storage in Yards. No storage shall be permitted in any required front or side yards adjacent to a street or highway.

Sec. 27.175. Structures above height limit or adjusted height limit. The following structures may be established above the height limit permitted in the zone except that such structures shall not be allowed above the height limit for the purpose of providing additional floor area or where such additional height conflicts with the Airport Land Use Plan. The height of such structures need not be included in measuring the height of a building supporting said structure:

- (a) Penthouses or roof structures for the housing of elevators;

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- (b) Stairways, tanks, air-conditioning, ventilating fans or similar equipment required to operate and maintain the building; and
- (c) Fire and parapet walls, skylights, towers, steeples, flagpoles, signs and sign structures, chimneys, smokestacks, receiving antennas, water tanks, silos, and other similar structures.

Sec. 27.176. Dedication and improvement. No buildings or other structures shall be used or occupied on any lot or parcel of land which abuts or fronts on an existing or proposed city street, unless the half-width of the street which is located on the same side of the centerline as such lot or parcel of land has been dedicated to the city for a street and/or improved as provided in this article.

Sec. 27.177. Exceptions to dedication and improvement.

- (a) This article shall not prohibit the issuance of a building permit for the construction of any types of buildings or structures even if required street improvements have not been completed, provided that an improvement agreement between the developer and the city has been signed, and that the developer intends to complete the improvements within one year.
- (b) This article shall not apply to the following buildings or structures which, if they comply with all other provisions of this chapter, may be used without complying with the provisions of this article:
 - (1) Electrical distribution and transmission substations;
 - (2) Outdoor advertising signs;
 - (3) Temporary uses permitted in this chapter for a period not to exceed thirty days.

Sec. 27.178. Underwidth streets. No building or structure shall be erected or maintained on a lot or parcel of land which abuts a street or highway having only a portion of its required width dedicated, unless the yards provided and maintained in connection with such building or structure have sufficient width or depth in that portion of the lot or parcel of land needed to complete the street or highway width, plus whatever width or depth of yards is required on the lot or parcel of land by this chapter.

Sec. 27.179. Fences, walls and hedges.

- (a) Maximum Fence and Wall Height in Required Side and Rear Yards.

Zoning

- (1) A fence or wall not more than six feet in height may be located along the side or rear yard lines, provided such fence, or wall does not extend into the required front yard, and further provided that these provisions shall not be so interpreted to prohibit the erection of a fence enclosing an elementary or high school site, if such fence does not project beyond the front line of the building.
 - (2) Fences may have a maximum height of eight feet on all boundaries within the M zones. Such fences, if equipped with overhead angle barriers, should have the barriers turned toward the property along the street sides, and the combined height of fence and angle barriers is not to exceed the eight-foot limit.
- (b) Maximum Fence and Wall Height in Required Front Yards. Except as otherwise permitted in this chapter, fences and walls shall not exceed a height of forty-eight inches in any residential zone within the required front yard; provided, however, that fences and walls shall not exceed a height of seventy-two inches in the A-1, commercial, and industrial zones or hinder driver's line of sight.
- (c) Barriers to Separate an Area from a Street or Highway. A barrier wall not to exceed six feet in height, serving to separate an area including several lots or parcels of land from the adjoining street or highway, may be established within five feet of a street or highway provided said wall is approved by the planning director and is erected in accordance with the provisions of Sections 27.260 through 27.269 (Site Plan Review).
- (d) Permitted Openings in Required Walls. Where a solid masonry wall is required by this chapter, openings not greater than twenty feet are permitted for ingress and egress, unless a driveway greater than twenty feet in width already exists or is required for safe access.
- (e) Graffiti deterance. Where solid masonry walls are used or required, landscaping shall be planted and maintained along those portions of the wall subject to public view to reduce the incidence of graffiti.
- (f) Barriers to Separate An Area from a Sidewalk. Landscaping shall be installed and maintained per the Zoning Ordinance between the sidewalk and barrier.

Zoning

Sec. 27.180. Landscaping. In all areas subject to landscaping as required herein the landscaping shall be developed in accordance with the provisions in this Section and Sections 27.260 through 27.269 (Site Plan Review).

- (a) **Dimensions.** Four feet shall be the minimum horizontal dimension of any required landscaped area, or any form of fixed planter box.
- (b) **Screening.** Where plants are indicated for screening such screening shall consist of the use of evergreen shrubs, closely spaced and maintained.
- (c) **Maintenance.** Required landscaped areas and landscaping shall be maintained in a neat, clean and healthful condition. This shall include proper pruning (so as not to interfere with foot or vehicular traffic or city maintenance equipment), mowing of lawns, weeding, removal of litter, fertilizing, replacement of plants when necessary, and the regular watering of all plantings.
- (d) **Irrigation or Watering.** Required landscaped areas shall be provided with a suitable, fixed and permanent method for watering or sprinkling of plants. This operating watering system shall consist of piped water lines terminating in an appropriate number of sprinklers and/or hose bibs to ensure a sufficient amount of water for plants within the landscaped area or alternate method approved by the planning director.
- (e) **Planter Boxes.** For tree plantings in areas adjacent to or within parking areas, a planter box shall be used to protect the tree from damage.

Sec. 27.181. Intersection visibility and corner cut off. There shall be no obstruction to visibility from the adjacent streets within the corner cut off area of any corner lot and adjacent parkways. The corner cut off area is defined as and shall consist of that triangular area bounded by the two intersecting curblines and a straight line connecting points on such curblines minimum thirty feet from the point of intersection of the prolongation of such front and side curb lines.

The foregoing provisions shall not be applicable to permanent buildings, utility poles, trees trimmed at the trunk to a height at least ten feet above the level of the curb, saplings or plant species of open growth habits and not planted in the form of a hedge and which are so planted and maintained as to leave at all times a clear and unobstructed view across such corner cut off area; supporting members of appurtenances to permanent buildings existing in the corner cut off area on the date the ordinance codified in this chapter becomes effective, and official warning signs and signals.

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Sec. 27.182. Design of multi-family apartment and condominium projects. The purpose of these standards is to provide direction to builders and developers who are contemplating the development of apartment projects and condominium projects in the City of Brawley. A major objective of the Planning Commission and City Council is to promote high quality development in the City. These design standards were prepared in order to encourage such development and will be implemented by the Planning Director during the site plan review process. The further purpose of these standards is to ensure the enhancement of the public health, safety, and general welfare of all citizens in the City of Brawley.

The intent of the design standards is to ensure that the built environment within the City of Brawley is compatible with the goals and objectives of the General Plan regarding the enhancement of the quality of life in the City, and regarding the promotion and enhancement of the health, safety, and general welfare of the citizens of Brawley. The design standards ensure that adequate access is provided internally within multi-family projects, that adequate lighting is provided at night for pedestrian areas and vehicle parking areas, and that abundant landscaping is provided to enhance the aesthetic quality of multi-family projects. These design standards are in addition to other development standards contained in this Ordinance.

- (a) Design Standards Applicability. All multi-family applications for site plan review, zone changes, conditional use permits, and variances shall incorporate the design standards contained in this section. Provided, however, that a deviation from these standards may be requested to be reviewed and approved by the Planning Commission by either the applicant or City staff.
- (b) Deviations from Standards. A deviation from the design standards shall not be permitted unless the Planning Commission makes specific findings that special circumstances or conditions warrant a deviation. In no case shall a deviation be granted which does not conform to the General Plan. A deviation may be granted by the Planning Commission if the applicant can demonstrate, by substantial evidence, that the deviation promotes the further enhancement of the health, safety, and welfare of the citizens of Brawley, and/or further improves the aesthetic qualities of the subject project.
- (c) General Provisions:
 - (1) New developments or the alteration or expansion of existing multi-family projects shall be viewed not only as independent projects, but also as part of a street, cluster, or neighborhood within the entire community. Site plan designs shall respect

Zoning

the natural environment, existing development, topography, views and general vehicular, pedestrian, bicycle and equestrian circulation systems in the neighborhood.

- (2) Natural features shall be used to an advantage as design elements; such as, natural vegetation and trees, landforms, drainage courses, and views. Conversely, undesirable site features can be minimized through proper site planning, building orientation, and screening.
- (3) The developers of all multi-family projects are encouraged to establish a recognizable design theme, which is compatible with surrounding planned or existing developments. The design theme should be based upon prominent design features existing in the immediate area (i.e., trees, landforms, historic buildings or landmarks, etc.). Subtle variations which provide visual interest, but do not create abrupt changes or cause discord in the overall character of the neighborhood are encouraged. In addition, transitions between different projects, including provision of buffer areas, landscaping, and other similar treatments shall be provided as necessary. It is not, however, the intent that one style of architecture should be dominant, but rather that individual structures create and enhance a high quality and harmonious appearance.
- (4) Where a common area or facility is proposed within a multi-family condominium project, a homeowners's association or other approved mechanism shall be established prior to the issuance of any certificates of occupancy. The homeowner's association or other approved mechanism shall be responsible for maintenance of private roads, private drainage structures, parking areas, landscaped areas, common areas, irrigation facilities, signing, and recreational facilities (i.e., swimming pools, tennis courts, spas, etc.).

(d) Site Design.

- (1) New developments shall be designed to create aesthetically pleasing visual transitions with surrounding development. Proposed buildings shall have vertical and horizontal variations wherever possible to create visual interest. The bulk of new buildings shall relate to the prevailing or planned scale of adjacent developments.

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- (2) Proposed residential buildings shall be oriented with energy conservation objectives in mind. Window areas and eave overhangs shall be designed to minimize sun exposure in the summer months and maximize sun exposure in the winter months. Trees and other landscaping shall be located to shade buildings and parking areas and to decrease heat absorption on the site.
- (3) Gateways are visual elements which create a sense of entry and shall be included in all multiple family projects. Gateway treatments can range in scale, and may identify an entrance to the development project or a single building. Gateways shall include enriched paving, raised medians, signage, and other features as appropriate.

(e) Protection of Views.

- (1) New developments shall be designed so as to respect the views of existing developments, wherever feasible. View corridors which are oriented toward an existing or proposed amenity such as a park, open space, or natural feature should be designed through large developments whenever possible.
- (2) Multiple story structures should not block the view of single story structures which are oriented toward the mountains, parks, or other public or private open spaces with special aesthetic qualities.

(f) Trash Enclosures and Outdoor Storage Areas.

- (1) All multi-family projects shall provide trash enclosures constructed to City standard. One enclosure shall be provided for each 10 dwelling units. Apartment project shall bear the responsibility to move container(s) for city collection for future development.

(g) Protection of Private Open Spaces.

- (1) Multi-family two story buildings shall be designed so that second story windows are not located adjacent to the private open spaces of adjacent properties. This requirement is to prevent the invasion of the privacy of adjacent property owners.

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- (2) Private open spaces such as patio areas shall be fenced with a six foot masonry block wall or other material as approved by the Planning Commission.

(h) Internal Circulation Systems.

- (1) Internal circulation systems shall provide for the safe and efficient movement of vehicular, bicycle, and pedestrian traffic within the project. Interior streets shall be paved to City of Brawley engineering standards.
- (2) Pedestrian walkways with a minimum width of four feet shall be provided between parking areas, recreational facilities, and residential units. All pedestrian walkways shall be concrete with a smooth finish and concrete thickness shall be a minimum of three inches.
- (3) Internal circulation systems shall be planned to reduce conflicts between vehicular, bicycle, and pedestrian traffic by separating them to the extent possible.

(i) Lighting.

- (1) Street lights conforming to City standard shall be provided at all entrances and exits from multiple family projects. The street lights shall contain 250 watt high pressure sodium luminaries.
- (2) Pedestrian walkways shall be lighted during hours of darkness with a lighting intensity of 0.2 foot-candles. The lighting fixtures shall be mounted on free standing ornamental poles, and shall contain bulbs with the wattage to be determined by a lighting intensity diagram prepared by a registered electrical or civil engineer, or by a registered architect.

(j) Recreational Facilities and Open Space.

- (1) All multi-family projects containing four or more units shall provide a tot lot. The minimum area for tot lots shall be dependent upon the number of residential units in the project according to the following tables. All tot lots shall be fenced with a chain link fence at least five feet in height.

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<u>Number of Units</u>	<u>Size of Tot Lot</u>
Less than 10 units	200 Square Feet
10-25	450 Square Feet
26-49	700 Square Feet
50-74	900 Square Feet
75-99	1,100 Square Feet
100-149	1,400 Square Feet
150 or more	1,600 Square Feet

- (2) All multi-family projects are encouraged to provide a swimming pool for use by project residents. The size of the swimming pool should be dependent on the number of units as outlined in the table below:

<u>Number of Units</u>	<u>Size of Pool</u>
Less than 20 units	16 ft. by 32 ft. (512 sq. ft.)
21-50	20 ft. by 40 ft. (800 sq. ft.)
51-150	25 ft. by 45 ft. (1,125 sq. ft.)
151-250	30 ft. by 50 ft. (1,500 sq. ft.)
More than 250 units	35 ft. by 70 ft. (2,450 sq. ft.)

The swimming pool may be shaped in any reasonable configuration provided the pool contains the square footage outlined in the above table.

- (3) All multi-family projects shall provided at least 25% of the net site area as landscaped open space area for use by residents of the development. The landscaping and trees installed within all open space areas shall be according to a City approved landscaping plan as outlined below.

(k) Landscaping.

- (1) All multi-family projects shall provide abundant landscaping which should be designed as an integral part of project design; enhance building design, public views, and open spaces; and should provide buffers and transitions as needed. The landscape design should provide for solar access and shade to facilitate and promote energy conservation.
- (2) All multi-family project sites shall includes a minimum of twenty-five percent (25%) of the site area as landscaped areas. All setback areas adjacent to streets shall be fully

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landscaped and improved for aesthetic purposes. All site plans shall include a calculation of the landscaped areas on the site.

- (3) Areas between individual buildings on the same site shall be landscaped and improved as appropriate.
- (4) All landscaped areas shall have a combination of planted trees, shrubs, vines, ground cover, flowers, and lawns which are compatible with the surrounding environment. The combination may include crushed rock ground cover not to exceed 20 percent of the total of any landscaped area. The crushed rock used shall be decorative rock with an appropriate color that is compatible with the landscaped area. Mounding of landscaped areas is encouraged to provide visual interest and relief and to partially screen parking areas. The selected combination of objects for landscaping shall be arranged in a harmonious manner as determined by the Planning Director. One-third of the total number of trees planted on a site shall be of the 24 inch box size (15 gallons) or larger and shall be planted extensively along adjacent streets. A combination of Indian Laurel, Jacaranda, Mulberry, California Fan Palms, and other approved species shall be used and shall be interspersed to create visual interest. One tree shall be planted for each 1,500 square feet of landscaped area on the site, however, at least four trees shall be planted on small sites.
- (5) Landscape design shall be coordinated with drainage plans for individual projects to maximize percolation of surface water and minimize runoff from the site. Swale designs in landscaped and grass areas may be employed to retard runoff and maximize percolation.
- (6) All landscaped areas shall be served by an underground irrigation sprinkler system, and shall include an automatic irrigation system and drip system, as appropriate, for large shrubs, trees, and lawn areas. Irrigation systems in small areas such as tree wells, planters, and medians, shall be designed to prevent water from flowing off from planted areas.
- (7) Required landscaped areas shall be maintained in a neat, clean, orderly, and healthful condition. This shall, at a minimum, include pruning, mowing of lawns, weeding,

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removal of litter, fertilization, replacement of plants and trees when needed, and the regular watering of all vegetation.

- (8) All multiple family project developers shall submit a landscaping plan incorporating the above provisions, for Planning Director approval.
- (9) All required landscaping shall be planted, and the irrigation sprinkler system installed, prior to the issuance of certificates of occupancy for residential units.

(1) Parking Facilities.

- (1) All parking lots and parking areas shall be screened with decorative masonry walls minimum four feet in height, and shall be landscaped to the maximum extent possible, as appropriate, for visual aesthetic purposes.
- (2) All parking lots and parking areas shall be paved to City of Brawley engineering standards.
- (3) All parking lots and parking areas shall be lighted as described in the section on lighting.
- (4) The site plan design for all multi-family projects shall take into consideration conflicts with adjacent uses and intersections when driveway locations are being planned. Driveway locations shall be as far as possible from street intersections. The site design shall provide for safe and efficient traffic flow into all parking lots and areas located on the project site.

Sec. 27.183 to 27.189. Reserved.

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Sec. 27.190. Development standards for certain conditional and regulated uses. Certain uses identified in this article that require a conditional use permit to exist and operate or which operate under other regulations have specific development standards that apply to such uses in addition to those identified through the conditional use permit process described in Section 27.270.

Sec. 27.191. Electric distribution substations. The following regulations shall apply to electric distribution substations where they are permitted:

- (a) An electrical distribution or transmission substation shall not be established on a lot or parcel containing less than five thousand square feet.
- (b) A front yard shall be provided with a setback of no less than five feet.
- (c) All buildings, structures, and landscaping shall be, insofar as practical, harmonious and compatible with surrounding properties.
- (d) Landscaping shall be developed and maintained in all required setback areas and also to provide adequate screening of interior development as prescribed in Section 27.180.
- (e) A solid masonry wall not less than eight feet in height shall be constructed around the perimeter of the site, in accordance with Section 27.179.
- (f) A site plan shall be submitted to the planning director, pursuant to the provisions of Sections 27.260 through 27.269 (Site Plan Review), indicating compliance with the regulations of this section, and with the standards of development required for the zone in which the facility is located.

Sec. 27.192. Automobile impound yards. In addition to compliance with all other applicable statutes, ordinances and regulations, the following regulations shall apply to automobile impound yards where they are permitted as a use:

- (a) All operations or storage shall be conducted within an enclosed building or within an area completely enclosed with a solid masonry wall not less than eight feet in height, in accordance with Section 27.179.
- (b) No storage shall be permitted at a height greater than that of the fence or wall enclosing the use.

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- (c) Except as otherwise permitted in the zone where established, no automobile dismantling or junk and salvage operation shall be conducted.

Sec. 27.193. Churches. In addition to compliance with all other applicable statutes, ordinances and regulations, the following regulations shall apply to churches where they are permitted as a use:

- (a) Landscaping shall be developed and maintained to provide adequate screening of parking areas and in required setbacks.
- (b) All buildings, structures and landscaping shall be, insofar as is practical, harmonious and compatible with the development of surrounding properties.
- (c) Approval of a church pursuant to this section does not permit any school, day nursery, kindergarten or any congregation of persons for purposes other than religious instruction, worship or guidance.
- (d) The site plan required by Section 27.270 through 27.299 (Variances and Conditional Use Permits) shall, in addition to other requirements, indicate compliance with the provisions of this section.

Sec. 27.194. Mobilehome parks. All mobilehome parks constructed in the city of Brawley shall be subject to the following regulations:

- (a) The parcel of lot proposed to be developed as a mobilehome park shall be properly zoned for such use. The MHP (mobile home park) zone is the required zone for development of a mobilehome park.
- (b) All mobilehome parks shall be subject to the regulations contained in the mobilehome park section of this chapter and applicable state laws.
- (c) Any property owner desiring to develop a mobilehome park shall submit the park plans to the Imperial County planning and building department for plan checking and building permit issuance, following Site Plan Review approval by the City of Brawley. (Imperial County has assumed responsibility for inspection of mobilehome parks from the state of California).

Sec. 27.195. Recreational vehicle parks. All recreational vehicle parks constructed in the city of Brawley shall be subject to the following regulations:

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- (a) The parcel of lot proposed to be developed as a recreational vehicle park shall be properly zoned for such use. The MHP (mobile home park) zone is the required zone for development of a recreational vehicle park.
- (b) All recreational vehicle parks shall be subject to the applicable regulations contained in Section 27.73 (Mobilehome Parks) of this chapter and applicable state regulations.
- (c) Any property owner desiring to develop a recreational vehicle park shall submit the park plans to the Imperial County planning and building department for plan checking and building permit issuance. (Imperial County has assumed responsibility for inspection of recreational vehicle parks from the state of California).

Sec. 27.196. Placement of mobilehomes on lots zoned Residential. All mobilehomes placed on residential zoned lots or parcels shall comply with the following regulations:

- (a) Mobilehomes may be placed on lots zoned for residential use.
- (b) A building permit issued by the director of planning and building shall be required for the installation of a mobilehome on a foundation system on a lot zoned for single family residential purposes.
- (c) An application for a building permit to install a mobilehome on a foundation system shall be accompanied by the appropriate fee pursuant to the applicable codes.
- (d) A mobilehome shall not be located on a permanent foundation on a private lot unless it was constructed after September 15, 1971, and was issued an insignia of approval by the California Department of Housing and Community Development or was constructed after July 1, 1976 and was issued an insignia of approval by the U.S. Department of Housing and Urban Development, and such mobilehome has not been altered in violation of applicable codes.
- (e) A mobilehome placed on a foundation system on a lot zoned for a single-family dwelling shall comply with the following provisions:
 - (1) The mobilehome shall be used for residential purposes only.

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- (2) The mobilehome shall be subject to all provisions of the applicable ordinances of the city of Brawley relating to residential structures.
 - (3) The mobilehome shall comply with all the requirements for the applicable zone in which the mobilehome is to be located, including, but not limited to, building setback standards, side and rear yard requirements, standards for enclosures, access, and vehicle parking.
 - (4) The mobilehome shall be attached to a permanent foundation system in compliance with the regulations of the Department of Housing and Community Development of the State of California as the same now exists or may hereafter be amended.
 - (5) The mobilehome shall have a minimum width of twenty feet.
 - (6) The mobilehome shall be covered with an exterior material customarily used on conventional dwellings and approved by the director of planning and building. The exterior covering material shall extend to the ground, except that when a solid concrete or masonry perimeter foundation is used, the exterior covering material need not extend below the top of the foundation.
 - (7) The mobilehome shall have a roof with a pitch of not less than a two-inch vertical rise for each twelve inches of horizontal run, and consisting of shingles or other roofing material customarily used for conventional dwellings and approved by the director of planning and building.
 - (8) The mobilehome shall have a roof with eaves to make it compatible with the single-family dwelling in the area.
 - (9) The director of planning and building, in the issuance of a permit to install a mobilehome on a foundation system, shall enforce the requirements of Section 18551 of the California Health and Safety Code.
- (f) Modification of Criteria. No modification or variance may be granted from the above requirements pertaining to mobilehome installations, unless approved by the Planning Commission.

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- (g) Surrender of Registration. Prior to occupancy of a mobilehome installed on a foundation, the department of planning and building shall issue a certificate of occupancy pursuant to Section 18551 of the California Health and Safety Code. Thereupon, any vehicle license plates, certificate of ownership and certificate of registration issued by a state agency shall be surrendered to the director of planning and building for delivery to the department of housing and community development.
- (h) Taxation of Mobilehomes on Foundation System. A mobilehome which has been placed on a foundation system pursuant to this chapter shall thereafter be subject to local property taxation pursuant to Section 18551 of the California Health and Safety Code.

Sec. 27.197. Recycling centers for aluminum cans, bottles, newspapers, and cardboard. Where recycling centers are established in a zone by conditional use permit, the following requirements shall be complied with:

- (a) All recycling operations and processing equipment shall be contained in an enclosed building which is enclosed on all four sides.
- (b) Storage of material to be recycled (cans, newspapers, etc.) may be done outside; however, the storage area shall be enclosed by a masonry wall or solid wood fence not less than six feet in height, in accordance with Section 27.179.
- (c) Material shall not be stacked inside the storage area to a height that exceeds the top of the enclosure fence.
- (d) The commission may attach other conditions to the conditional use permit as outlined in subsection (b) of Section 27.274.

Sec. 27.198. Salvage yards and junkyards, including automobile dismantling. Where salvage yards or junkyards are permitted in a zone by conditional use permit, the following requirements shall be complied with:

- (a) All operations or storage shall be conducted within an enclosed building, or within an area completely enclosed with a solid masonry wall not less than eight feet in height, in accordance with Section 27.179.
- (b) No storage or junk shall be permitted at a height greater than that of the fence or wall enclosing the property.

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- (c) The commission may attach other conditions to the conditional use permit as outlined in subsection (b) of Section 27.274.

Sec. 27.199. Siting of hazardous waste facilities.

- (a) A hazardous waste disposal, collection, or storage facility shall require an M-2 (heavy industrial) zone and a conditional use permit.
- (b) The planning commission may approve the siting of a hazardous waste disposal, collection, or storage facility if the proposed facility complies with the siting requirements as contained in the Imperial County Hazardous Waste Management Plan and with any other conditions as may be imposed by the planning commission.
- (c) An application for a conditional use permit to locate a hazardous waste disposal, collection or storage facility in the city shall comply with the following:
 - (1) Submission of a completed CUP application and zone change application form;
 - (2) Payment of filing fee;
 - (3) Submission of site plan;
 - (4) Submission of an environmental assessment;
 - (5) Submission of a draft environmental impact report (if required by planning commission);
 - (6) Submission of a written technical report containing as a minimum the following information:
 - (i) Description of the proposed hazardous waste facility to include an analysis of what types and quantities of hazardous materials the facility would accept,
 - (ii) An analysis of the containment, storage, onsite processing, and disposal methods for the hazardous materials,
 - (iii) If hazardous waste is to be transported offsite, a description of the method of transport and the proposed transportation routes to and from the facility,

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- (iv) The proposed life of the facility and the proposed method of detoxification and closure of the facility,
 - (v) Other information as requested by the city's development review committee or the planning commission.
- (d) Before a conditional use permit is activated and operations begin, the applicant shall furnish a one hundred percent performance bond from a reputable surety company for the estimated cost to clean up the site after the facility is closed.

Section 27.200. Home occupations.

- (a) Purpose. Residential districts within the City are established and maintained for the purpose of creating quiet and safe neighborhood environments, which environments exclude all businesses, trades, professions and industries, except that certain home occupations may be permitted if such uses comply with the most restrictive interpretation of conditions and criteria established hereinafter.
- (b) Operational Regulations. The applicant for a Home Occupation Permit shall comply with the following operations regulations:
 - (1) Any products produced for sale must be hand manufactured or grown on the premises using only tools or mechanical equipment. Mechanical equipment may not exceed two (2) horsepower per piece of mechanical equipment or a total of six (6) horsepower for all such equipment or, an eight (8) kilowatt kiln or, the equivalent in a gas fired fixture.
 - (2) All sales or products, and the performance of all services which requires the presence of a client must take place off the premises with the exception of a telephone or mail communication.
 - (3) There shall be no signs indicating the existence of the home occupation.
 - (4) Only, one vehicle of one ton manufacture rating or use is permitted for business related purposes.
 - (5) Only a resident of the premises may participate in a home occupation. In no instance may a partner live elsewhere or may nonresident employees be on the premises.

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- (6) Outdoor storage of materials or products on the premises is not permitted.
 - (7) Indoor storage of materials or products shall not exceed 1,000 cubic feet for the entire premises or any more restrictive limitations imposed by the Building and Housing Codes, or the County Health Department.
 - (8) Home occupations must be conducted within a structure on the premises.
 - (9) The home occupation must not cause the elimination, or reduction in any manner of required off-street parking.
 - (10) The home occupation must be consistent with, and not disruptive to normal residential use, nor cause any detrimental external effects to the residential zone, such as increased noise, traffic, lighting, odor, or in violation of any applicable government codes in association with the home occupation.
 - (11) There shall be no illegal discharge of any materials, fluids or gases into the sewer system or any other manner of discharging such items in violation of any applicable government code.
- (c) An application for a home occupation permit shall be made in a form prescribed by the director of planning. A payment of City fee shall accompany the submission of an application for home occupation permit.
 - (d) Planning Director Review. The director of planning may approve, approve with conditions, or deny an application for a home occupation permit.
 - (e) Revocation of Home Occupation Permit. A home occupation permit shall be revoked by the planning director upon violation of any requirement of this Code, or of any condition or requirement of any permit granted, unless such violation is corrected within 15 days of notice of such violation, and any such permit may be revoked for repeated violation of the requirements of this section or of the conditions of such permit, or where the planning director finds that the continuation of the home occupation permit will have a detrimental effect upon the surrounding neighborhood.

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- (f) Appeal of Denial of Home Occupation. In the event of the approval or the denial of any permit, or the revocation thereof, or of any objection to the limitations or conditions, or the lack of limitations or conditions placed thereon, appeal may be made in writing to the planning commission in accordance with the provisions of Section 27.287 of this Code.

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Sec. 27.201. Second units. The purpose of this chapter is to set forth regulations to permit secondary residential units on parcels zoned for single-family detached homes, subject to the approval of a conditional use permit. A second unit which conforms to the requirements of this subdivision shall not be considered to exceed the allowable density for the lot upon which it is located, and shall be deemed to be a residential use which is consistent with the General Plan and zoning of for the lot.

A second unit means an attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons. A second unit includes permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. A second unit shall comply with the following development standards:

- (a) Occupancy of the secondary unit shall be limited to not more than two (2) persons.
- (b) For purposes of setbacks and other zoning regulations, the second unit shall be considered to be a part of the principal use of the property.
- (c) The total area of the floor space for a detached second unit shall not exceed 1,200 square feet.
- (d) There shall be a minimum of one standard off-street parking space serving the unit.
- (e) Such attached or detached unit shall be architecturally compatible with the main structure and shall be constructed of the same or similar materials.
- (f) All other zoning requirements shall be complied with unless an authorized variance is approved.
- (g) A deed restriction or declaration shall be recorded to run with the land prohibiting occupancy of more than one of the two units unless the owner or owners of record occupy one unit as their permanent legal residence.
- (h) A copy of this deed restriction must be given to each prospective occupant.
- (i) The unit is not intended for sale and may be rented.

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- (j) Any increase in the floor area of an attached second unit shall not exceed thirty percent (30%) of the existing living area.
- (k) Local building code requirements which apply to detached dwellings shall be followed.

Sec. 27.202. Family day care home. Small family day care homes (six or fewer children) are permitted by right in single-family residential districts, however large family day care homes (7 to 12 children) shall comply with the following standards:

- (a) Permit. A large family day care permit is a nondiscretionary application for day care providers caring for seven (7) to (12) children in the provider's place of residence, including children residing at the home. Application review shall be conducted by the planning director and coordinated with other responsible agencies to ensure that the operation of the large family day care home is consistent with state and local fire and life safety regulations.
- (b) Application. Application for a large family day care permit shall be made on forms provided by the city and shall include such plans as may reasonably be required by the director for a complete understanding of the request, and a filing fee as established by resolution of the city council. Plans submitted for review by the director of planning shall include the following:
 - (1) Interior sketch of the floor plan of the home which identifies rooms and which rooms to be used for day care purposes and location of all exits from the home (doors, sliding glass doors).
 - (2) Exterior sketch of yard area to be used for day care purposes which identifies location and heights of all walls and fences (including fencing for pools, spas, and ponds/fountains), type of fence material, location of all gates, major features of yard (paved areas, patio covers, pools, spas, ponds, storage sheds, air conditioning compressors).
- (c) A minimum of thirty-five (35) square feet of interior space within the residence must be provided per child. Rooms which may be included in this calculation include areas where day care activity will be conducted, including bedrooms used for sleeping, playrooms food preparation areas, living/family rooms. Rooms which may not

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be included in this calculation include closets, halls, garages and bathrooms.

- (d) A minimum of thirty-five (35) square feet of outdoor play area must be provided per infant and a minimum of seventy-five (75) square feet must be provided per child older than (2) years of age. Areas which may not be included in this calculation include side yards less than ten (10) feet in width, and areas containing swimming pools, spas or other water bodies unless covered and deemed safe pursuant to state regulations. Front yards may be used to satisfy the outdoor space requirement provided the front yard is fenced, pursuant to Section 27.182. (Fences, walls, and hedges).
- (e) All outdoor play areas shall be enclosed with walls or fences.
- (f) Garages shall be prohibited for use as a family day care play area unless:
 - (1) Alternative on-site parking is available to meet minimum residential parking requirements contained in Article V; and
 - (2) The garage is improved to meet building and fire code regulations as a habitable space.
- (g) No signs or other exterior evidence identifying the day care operation are permitted.
- (h) Rooms used for day care activities shall not be located above the first story, unless the residential unit is approved by the fire marshal for an automatic sprinkler system and the approved automatic sprinkler system is installed.
- (i) Homes shall have two (2) legal exits for fire purposes, pursuant to the requirements of the fire marshal.
- (j) Notice. Notice shall be mailed to all property owners/tenants residing within one hundred (100) feet of the parcel of land containing the large family day care use. Notice shall be given not less than fifteen (15) days nor greater than thirty (30) days prior to the date of planning director decision.
- (k) Nondiscretionary Review. The planning director shall approve, or deny a permit for larger family day care based on compliance or noncompliance with the standards specified in this section.

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- (l) Appeal. The planning director decision on a large family day care permit application may be appealed to the planning commission in accordance with Section 27.287.

Sec. 27.203. Circuses and carnivals. All circuses and carnivals conducted in the City of Brawley shall be subject to the following regulations:

- (a) The circus or carnival company (applicant) shall pay any and all amounts as determined by the city to defray all costs for the review of reports, field investigations, or other activities related to compliance with this permit/approval, City Ordinance, and/or any other laws that apply.
- (b) The applicant shall comply with all local, state, and/or federal laws, rules, regulations, and/or standards as they may pertain to this project, whether specified herein or not.
- (c) The applicant shall provide the City with a certificate of insurance (liability) in the amount of \$1,000,000.00.
- (d) Sufficient garbage cans to collect all refuse shall be provided.
- (e) The site shall be cleaned up after the carnival within 48 hours of operation.
- (f) In the event that the circus or carnival company utilizes electrical power from city sources, the permittee shall pay the utility costs incurred by the carnival.
- (g) The applicant shall pay for all damages to City property as a result of said carnival.
- (h) The applicant is responsible for providing an adequate number of security personnel for the duration of the Temporary Conditional Use Permit.
- (i) The applicant shall obtain a health permit license and City of Brawley business license prior to the opening of the circus or carnival. Said licenses shall be submitted to the planning director prior to opening of the circus or carnival.
- (j) The hours of operation for the circus or carnival may be prescribed by the planning director.

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Sec. 27.204. Housing for Senior Citizens (Granny Flat). The purpose of this chapter is to set forth regulations to permit housing for senior citizens on parcels zoned for single family detached homes, subject to the approval of a conditional use permit. A housing unit for senior citizens which conforms to this subdivision shall be considered to exceed the allowable density for the lot upon which it is located, and shall be deemed to be a residential use which is consistent with the General Plan and Zoning of the lot.

Housing for senior citizens means a dwelling unit to be constructed, or which is attached to or detached from, a primary residence on a parcel zoned for a single-family residence, if the dwelling unit is intended for the sole occupancy of one adult or two adult persons who are 62 years of age or over, and the area of floor space of the attached dwelling unit does not exceed 30 percent of the existing living area or the area of the floor space of the detached dwelling unit does not exceed 1,200 square feet.

Sec. 27.205 to 27.209. Reserved.

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Article VII. Signs.

Section 27.210. Purpose. Signs are herein regulated in the interest of promoting traffic safety, safeguarding public health and safety, facilitating police and fire protection and preventing adverse community appearance. The sign regulations are designed to permit maximum legibility and effectiveness of signs, and to prevent their over-concentration, improper placement, and excessive height, bulk, and area. These regulations are intended to comply with Chapter 5 of the Brawley Municipal Code as amended from time to time.

Sec. 27.211. Definitions. For the purpose of this chapter, the following words and terms are defined as follows:

- (a) Abandoned signing means any sign, visible from a position on or off the property upon which erected, which attracts the attention of the public to something which existed at the time of its installation on the property, and which has subsequently ceased to exist on the property.
- (b) Animated signs means any sign which displays or employs action or movement, whether driven by mechanical means or wind actuated; signs which only rotate shall not be included in this category.
- (c) Banner means any sign consisting of paper, fabric, canvas, rubber, plastic, or the like, with no other material for rigid structural support.
- (d) Copy means the words, letters, symbols, illustrations, or other graphic characters used to convey the message of a sign.
- (e) Degree of nonconformity means the extent to which any sign or sign structure does not conform to the standards and requirements of this chapter, such as the height, sign face area, setback, vertical clearance, number of signs, or manner of keeping.
- (f) Flashing sign means any sign which contains a source of light, internal or external, that intermittently cuts on and off, or which creates the illusion of flashing or intermittent light through animation or other means.
- (g) Freestanding sign means any sign permanently anchored to the ground which stands alone on its own foundation and structural supports, and free of support from any building.

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- (h) Off-site sign means any sign that may display a message, whether commercial or noncommercial, that does not necessarily relate to the premises upon which such sign is located.
- (i) On-site sign means any sign which pertains to the business operated, activity conducted, or products sold or manufactured on the premises upon which such sign is located.
- (j) Permanent sign means any sign set in the ground with its own foundation, or which is painted on or otherwise anchored to a building, wall, or other permanent structure.
- (k) Portable signing means any signing which is designed to be placed on the ground, rather than anchored to the ground or to any structure, and which may be moved without disassembly or excavation of the sign or sign structure.
- (l) Sign means any identification, illustration, description, symbol, statue, or other device, which is affixed either directly or indirectly upon a parcel, building, structure, or other surface, and used or intended to attract the attention of the public when visible from any position on or off the premises upon which displayed.
- (m) Sign area means the area, in square feet or square inches, which encloses both the copy and entire facing of the sign. Where a sign has two or more faces, the area of all faces shall be included in determining the sign area, except that only one face of a double faced sign shall be considered where the angle between faces does not exceed thirty degrees and the distance between faces does not exceed two feet.
- (n) Temporary signing means any signing which is set in the ground but not permanently set in its own footing or foundation, nor permanently anchored to a building, wall, or other structure.
- (o) Unauthorized signing means any signing, irrespective of the method of installation, which is erected on property without the permission of the property owner, or signing that is installed without a sign permit and/or encroachment permit.
- (p) Vertical Clearance means the vertical distance measured from the bottom edge of a sign face to the street grade of the nearest driving lane.

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- (q) Wall-mounted sign means any sign attached to a wall of a building, whether or not parallel to the wall surface, including any sign painted on a wall surface or included on an awning.
- (r) Window sign means any sign painted, attached, glued, or otherwise affixed to a window, and designed to be viewed from adjoining streets, malls or parking lots.

Sec. 27.212. Permits. No person shall place, erect, construct or otherwise maintain any sign in the city without first having obtained a sign permit, and an encroachment permit from either the city or the state, if the sign is to be placed within any city or state street or highway right-of-way. Temporary signs described in Section 27.218 do not require a sign permit, but do require an encroachment permit to be placed within City or State street or highway right-of-way. In addition, any sign placed within the city shall be constructed by a professional sign maker, and shall comply with all provisions of the zoning ordinance. Before a permit is issued, complete plans and specifications, and if required, complete engineering calculations, shall be submitted to the building inspector.

Sec. 27.213. Safety. No sign or advertising structure shall be permitted that endangers the safety of any person, property, or vehicle. Such signs shall be classified as hazardous structures by the building inspector, and shall either be removed or reconstructed to comply with all provisions of the Uniform Building Code. No sign shall be placed or erected that blocks the view of vehicle drivers when approaching an intersection.

Sec. 27.214. Nonconforming signs. Any signs or advertising structures which become classified as nonconforming uses as a result of the adoption of this chapter shall be altered to conform with this chapter, or shall be removed within twenty-five years, calculated from the effective date of the ordinance codified in this chapter. However, the time line for removal of nonconforming window signs is 5 years from the date this ordinance is effective.

Sec. 27.215. Outdoor advertising signs adjacent to freeways or limited-access highways. No outdoor advertising sign in any zone shall be placed closer than six hundred sixty feet to any freeway right-of-way line if such outdoor advertising sign is designed to be viewed primarily by persons traveling on such freeway.

Sec. 27.216. Maintenance of signs. All signs and advertising structures shall be maintained in a safe, neat, and orderly condition.

Sec. 27.217. Signs in yards. Permitted temporary signs may be placed within any required yard, provided such temporary signs are not located closer than five feet to any property line.

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Sec. 27.218. Temporary signs.

- (a) Each lot or parcel of land may have one temporary accessory sign not to exceed six square feet in area advertising only the sale, lease or hire of such premises, except that:
 - (1) On a lot or parcel of land having a front lot line of one hundred feet or more, said sign may be increased to not more than thirty-two square feet in area; and
 - (2) One additional sign may be established for each one hundred feet of said front lot line in excess of one hundred feet, provided that such sign is not more than thirty two square feet in area. This section shall not apply to residential zones. Said signs shall be removed from the premises within thirty days after the property has been sold or leased.
- (b) Political campaign signs may be placed on property within the city, provided the following requirements and restrictions are complied with:
 - (1) Any political campaign sign shall be removed within fifteen days after the election for which the political sign was relevant.
 - (2) Any political sign placed on private property for a candidate for office shall not be placed without the permission of the property owner.
 - (3) In residential zoning districts, a maximum of one political sign per lot or parcel is permitted. Such sign shall not exceed six square feet in area.
 - (4) In commercial and industrial zones, a maximum of two political signs per lot or parcel is permitted. Such signs shall not exceed thirty-two square feet in area.
 - (5) Political signs shall be nonflashing.
- (c) Each business may have window signage, provided that such signs do not exceed five percent of the surface area of the window.
- (d) Each business with an arcade may have one canopy sign that does not exceed five square feet in area.

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- (e) Each lot or parcel of land zoned C-P, C-1, C-2, or C-3 may have one temporary sign (i.e., banner) subject to the approval of the Planning Director or his designee.

Sec. 27.219. Double-faced signs.

- (a) Signs may be constructed with two faces, and either or both faces may be used for sign copy.
- (b) Signs constructed with two faces where the distance between one face of such sign is more than three feet from the second face of said sign shall not be classified as double-faced signs.
- (c) Both faces of a double-faced sign shall be counted when calculating the area of the sign, except that only one face of a double-faced sign shall be considered where the angle between faces does not exceed thirty degrees and the distance between faces does not exceed two feet.
- (d) Double-faced signs may be placed in any commercial or industrial zone and can be illuminated or nonilluminated.
- (e) Double-faced signs may be either on-site or offsite signs.

Sec. 27.220. Illumination.

- (a) Illuminated signs shall be located in such a manner as to prevent glare and annoyance to the public. All illuminated signs shall be located in such a manner to prevent light from being cast on any adjoining residentially zoned property.
- (b) Flashing signs are not permitted in zoning district.

Sec. 27.221. Maximum number and type of signs allowed.

- (a) Table 27.221 identifies the maximum number and type of signs allowed in various zoning districts.

Table 27.221
Maximum Number and Types of Signs Allowed by Zoning District

Zoning District	Temporary	Permanent		
		Freestanding On-site/Off-site	Wall-Mounted On-site	Portable
Residential Districts (except MHP)	See Section 27.218	1 (a)/none	1 (a)	not permitted
Mobile Home Park District		1 (b)/none	1 (b)	not permitted
Commercial Districts		1/1 (c)(g)	1 (d)(h)	1 (e)
Industrial Districts		2/2 (c)(g)	1 (d)(h)	1 (e)
Recreational District		1 (f)	1(f)	1 (e)
Light Agricultural District		1 (f)	1 (f)	1 (e)

- Notes:
- (a) Sign copy indicating name and address of resident or owner of premises.
 - (b) Sign copy indicating name and address of mobile home park.
 - (c) Sign copy advertising the business conducted or services rendered on the premises, or in the case of an off-site sign, the business conducted at another location. Sign may be doublefaced, and may be illuminated or nonilluminated.
 - (d) Sign copy advertising the business conducted or services rendered on the premises. Sign may be illuminated or nonilluminated.
 - (e) Requires approval of a conditional use permit by the Planning Director.
 - (f) Sign copy advertising the business conducted or services rendered on the premises.
 - (g) For commercial and industrial centers, one (1) freestanding on-site sign per street frontage is permitted.
 - (h) For commercial and industrial centers, one wall-mounted sign per business within the center is permitted.

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Sec. 27.222. Permitted sign area and height.

- (a) Table 27.222 identifies the maximum sign area and sign height allowed in various zoning districts.
- (b) The following standards shall control the computation of sign area and height:
 - (1) Computation of the area of individual signs. The area of a sign face shall be computed by means of the smallest square, circle, rectangle, triangle, or combination thereof that will encompass the extreme limits of the writing, representation, emblem or other display, together with any material or color forming an integral part of the background of the display or used to differentiate the sign from the backdrop or structure against which it is placed, but not including any supporting framework, bracing, or decorative fence or wall when said fence or wall otherwise meets zoning ordinance regulations and is clearly incidental to the display itself.
 - (2) Computation of the area of multifaced signs. The area for a sign with more than one face shall be computed by adding together the area of all sign faces visible from any one point. When two identical sign faces are placed back to back, so that both faces cannot be viewed from any point at the same time, and when such sign faces are part of the same sign structure and not more than 40 inches apart, the sign area shall be computed by the measurement of one of the faces.
 - (3) Computation of height. The height of a sign shall be computed as the distance from the base of the sign at normal grade to the top of the highest attached component of the sign. Normal grade shall be construed to the lower of: existing grade prior to construction; or the newly established grade after construction, exclusive of any filling, berming, mounding, or excavating solely for the purpose of locating the sign. In cases in which the normal grade cannot be reasonably determined, sign height shall be computed on the assumption that the elevation of the normal grade at the base of the sign is equal to elevation of the nearest point of the crown of a public street or the grade of the land at the primary entrance to the primary structure on the lot, whichever is lower.

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- (4) Computation of the maximum total permitted sign area for a lot. The permitted sum of the area of all individual signs on a lot is determined by adding the maximum sign areas for freestanding, wall-mounted, and portable signs described in Table 27.222 for the applicable zone.

Sec. 27.223. Vertical clearance.

- (a) All Zoning Districts (Except Residential Zones). In any zone district the following provisions shall apply:
 - (1) To ensure that a driver's view is not obstructed and that a sign does not create a hazard, the minimum vertical clearance for freestanding signs between the bottom of the sign face and the grade line of the nearest driving lane of any street or highway shall be fifteen (15) feet.

Sec. 27.224. Maximum allowable horizontal clearance for wall-mounted signs. In all zoning districts:

- (a) The maximum distance a wall-mounted sign may project from a wall shall be one foot.
- (b) No wall-mounted sign shall project into or over a public street right-of-way unless an encroachment permit has been obtained.
- (c) No wall-mounted sign shall project over the property line of an adjacent property unless written approval from the property owner involved has been obtained, and a copy of the written approval supplied to the planning department.

Sec. 27.225. Sign setback requirements.

- (a) Temporary Signs and Portable Signs.
 - (1) In all zoning districts, any temporary sign shall be set back at least five feet from any property line.
 - (2) In all zoning districts, any portable sign shall be set back at least five feet from any property line.

Table 27.222
Maximum Sign Area and Height by Zoning District

Zoning District	Temporary	Permanent		
	See Section 27.218	Freestanding (area/height)	Wall-Mounted (area/height)	Portable (area/height)
Residential Districts (except MHP)		1 sq ft/6 ft	1 sq ft/(a)	not permitted
Mobile Home Park District		50 sq ft/25 ft	100 sq ft/(a)	not permitted
Service and Professional District (C-P) and Neighborhood Commercial District (C-1)		50 sq ft/25 ft	50 sq ft/(a)	30 sq ft/15 ft
Medium and Heavy Commercial District (C-2 and C-3)		100 sq ft/25 ft	100 sq ft/(a)	50 sq ft/15 ft
Industrial Districts		100 sq ft/25 ft	100 sq ft/(a)	50 sq ft/15 ft
Recreational District		100 sq ft/25 ft	100 sq ft/(a)	50 sq ft/15 ft
Light Agricultural District		100 sq ft/25 ft	100 sq ft/(a)	50 sq ft/15 ft

Note: (a) No wall-mounted sign shall exceed the upper limit of the wall to which the sign is attached.

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(b) Freestanding, Permanent On-Site or Off-Site Signs.

- (1) In all commercial and industrial zones, freestanding signs shall be set back from any side or rear property line in accordance with the table below:

<u>Height of Sign (Feet)</u>	<u>Setback Required</u>
Less than 10'	1'
10 - 15'	2'
16 - 20'	3'
21 - 25'	4'

Sec. 27.226. Sign permit procedures. The following procedures shall govern the application for and issuance of all sign permits under this ordinance.

- (a) Applications. All applications for sign permits of any kind shall be submitted to the planning director on an application form or in accordance with the application specifications published by the planning director.
- (b) Fees. Each application for a sign permit shall be accompanied by the applicable fees, which are established by City Council resolution.
- (c) Application completeness. Within ten working days of receiving an application for a sign permit, the planning director shall review it for completeness. If the director finds that the application is complete, the application shall then be processed. If the director finds that the application is incomplete, the director shall, within such ten day period, send the applicant notice of the specific ways in which the application is deficient, with appropriate references to the applicable section of this ordinance.
- (d) Action. Within 15 days of an application for a sign permit being deemed complete, the planning director shall either:
- (1) Issue a sign permit if the sign that is the subject of the application conforms to the requirements of this ordinance; or
 - (2) Deny the sign permit if the sign that is the subject of the application fails to conform with the requirements of this ordinance. In the case of denial, the director shall specify

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specific sections of the ordinance with which the sign is inconsistent.

Section 27.227. Revolving signs. Revolving signs are not permitted.

Section 27.228. Canopy signs. Canopy signs (inside arcade) maximum area 5 square feet and cannot block any neighbors signage.

Section 27.229. Reserved.

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Article VIII. Administration of Zoning.

Sec. 27.230. Nonconforming Uses. A nonconforming use may be continuously maintained provided there is no alteration or addition to any structure nor any enlargement of area, space or volume occupied by or devoted to such use, except as otherwise provided in this chapter.

Sec. 27.231. Repairs to a nonconforming use. Ordinary repairs and maintenance not to exceed an aggregate cost equal to twenty-five percent of the currently appraised value of such structure may be made to a nonconforming structure, all or substantially all of which is designed, used or intended for a use not permitted in the zone where such structure is located.

Sec. 27.232. Additions or expansions to a nonconforming use.

- (a) No nonconforming building or structure shall be added onto or expanded in such a manner so as to increase the area or height of the structure.
- (b) The area devoted to any nonconforming land use shall not be enlarged or expended.

Sec. 27.233. Repair and reconstruction of destroyed or damaged nonconforming structures.

- (a) Any nonconforming structure or structure containing a nonconforming use, which is damaged or partially destroyed by fire, explosion, act of God, collapse, or any other casualty, may be reconstructed to the condition of the structure immediately prior to the occurrence of such damage or destruction, provided, however, that the reconstruction cost does not exceed the appraised value of such structure immediately prior to the occurrence causing such damage or destruction, as determined by a member in good standing of a nationally recognized professional society of appraisers. Such reconstruction and repair shall be commenced within one year from the date of damage or destruction and shall be pursued diligently to completion. Such repair or reconstruction of a damaged nonconforming structure shall not extend the termination date of such structure as specified in this chapter.

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- (b) In determining the reconstruction cost of any nonconforming structure, there shall not be included therein the cost of land or any factors other than those concerning the nonconforming structure itself.

Sec. 27.234. Nonconforming uses limit other uses. While a nonconforming use exists on any lot or parcel of land, no new use may be established thereon except under the following conditions:

- (a) Each existing and proposed use, including appurtenant structures, improvements and open space, shall be located on a lot or parcel of land having the required area as provided in the applicable zoning district.
- (b) The uses will be so located that the lot or parcel of land could be subdivided into smaller lots or parcels of land, each of which will contain not less than the required area, and on each of which, the number, density and location of the structures will comply with the requirements of this chapter when considered as a separate lot or parcel of land.

Sec. 27.235. Termination of nonconforming uses.

- (a) Termination by Violation of Chapter. Any of the following violations of this chapter shall immediately terminate the right to operate a nonconforming use, except as otherwise provided in this chapter:
 - (1) Changing a nonconforming use to a use not permitted in the zone;
 - (2) Increasing or enlarging the area, space or volume occupied by or devoted to such nonconforming use;
 - (3) Addition to a nonconforming use of another use not permitted in the zone.
- (b) Termination by Discontinuance. Discontinuance of a nonconforming use as indicated herein shall immediately terminate the right to operate such nonconforming use, except when extended as otherwise provided in this chapter:
 - (1) Changing a nonconforming use to a conforming use;

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- (2) Discontinuance of a nonconforming use for a period of twelve or more successive calendar months.
- (c) Termination by Operation of Law. The following nonconforming uses and structures shall be discontinued and removed from their sites within the time specified in this section, except when extended as otherwise provided in this chapter:
 - (1) Where the property is unimproved, one year;
 - (2) Where the property is unimproved except for structures of a type for which a building permit is not required, three years;
 - (3) Where the property is unimproved except for structures which contain less than one hundred square feet of gross floor area, three years;
 - (4) Permanent on-site or off-site signs and supporting structures, twenty-five years;
 - (5) Outdoor advertising signs and structures, twenty-five years;
 - (6) Nonconforming farm animals (except swine) in residential zones only, fifteen years;
 - (7) Nonconforming buildings and structures housing residential, commercial or industrial uses may be maintained for the time as set forth below based on the type of building construction as defined by the building code:
 - (A) Type IV and Type V buildings (light incombustible frame and wood frame) used as:
 - (i) Residential dwelling units, thirty-five years
 - (ii) Stores and factories, twenty-five years
 - (iii) Any other building use not herein enumerated, twenty-five years.

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- (B) Type III buildings (heavy timber construction and ordinary masonry) used as:
 - (i) Residential dwelling units, offices, hotels, and motel forty years
 - (ii) Structures with businesses below and residences, offices, or a hotel above, forty years
 - (iii) Warehouses, stores, and commercial garages, forty years
 - (iv) Factories and industrial buildings, forty years,
- (C) Type I and Type II buildings (fire resistive) used as:
 - (i) Residential dwelling units, offices, hotels, and motels, fifty years
 - (ii) Theaters, warehouses, stores and garages, fifty years
 - (iii) Factories and industrial buildings, fifty years.
- (D) Substitution of Nonconforming Uses. A new nonconforming use shall not be substituted for an existing nonconforming use.
- (E) Publicly Owned Nonconforming Uses. Any lawfully existing publicly owned nonconforming use, including but not limited to schools, parks, libraries, fire stations, and other public uses, may be added onto, expanded, extended or altered if such additions, extensions or alterations do not extend beyond the site boundaries of the original site and provided said addition, extension or alteration does not decrease the existing off-street parking facilities established pursuant to the provisions of this chapter.

Sec. 27.236 to 27.239. Reserved.

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Sec. 27.240. Public hearings, applications and fees.

Sec. 27.241. Notice of public hearing on applications or petitions for a zone change, variance, or conditional use permit.

- (a) Not less than ten days prior to the date of a public hearing on applications or petitions for a zone change, variance, or conditional use permit, the city clerk shall give notice of the hearing, which shall include the date, time, and place of such hearing, the identify of the hearing body or officer, a general explanation of the matter to be considered, and the legal description and street address of the subject property in the following manner or as amended by the Government Code from time to time: (1) publication of the notice once in a newspaper of general circulation in the city of Brawley; (2) mailing or delivering a written notice of the public hearing to the property owner or the owner's duly authorized agent, and the project applicant for a zone change, variance or conditional use permit; (3) mailing or delivering written notice of the public hearing to each local agency expected to provide water, sewer, streets, roads, schools or other essential facilities of services to the project; and (4) mailing or delivering written notice of the public hearing to all persons whose names and addresses appear on the latest available assessment roll of the county of Imperial as owning property within a horizontal distance of three hundred feet from the exterior boundaries of the subject property. Notice shall be per Government Code regulations as amended from time to time.
- (b) If the planning director determines that the publication and mailing of notices may not give sufficient notice, he/she may direct the posting of notices at such locations as are deemed best suited to reach the attention of and inform those persons who may be affected.
- (c) The planning director may also cause notice of the hearing to be sent to those public officers, departments, or agencies which may have an interest in the subject application.

Sec. 27.242. Continuance of a public hearing. If, for any reason, testimony on the case cannot be heard or completed at the time set for such hearing, the chairman of the commission (or planning director for conditional uses subject to director review and approval) may continue or extend the hearing to another date and time. Before the adjournment or recess of the commission or planning director hearing, the chairman or planning director shall publicly announce the time and place at which said hearing will be continued, and no further notice need be issued or shall be required.

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Sec. 27,243. Filing fees and other fees. For the purpose of defraying the expense involved in connection with any application for a zone change, variance, conditional use permit, or site plan review, fees based on adopted City fee schedule shall be paid by the project applicant at the time the application is submitted.

Sec. 27,244. Procedure for withdrawal of an application or petition for a variance, conditional use permit, zone change, or site plan review. Any application or petition for a variance, conditional use permit or zone change may be withdrawn at any time prior to a public hearing by filing, with the planning director, a written request for withdrawal signed by all persons who signed the original application or petition, or their successors in interest.

Sec. 27,245. Refund of filing fees.

- (a) If any application or petition is withdrawn as provided for in Section 27.244 prior to publication of notice of public hearing, the city shall refund a portion of the filing fee representing the unexpended portion of the fee.
- (b) In all cases there shall be no refund of any portion of the fee after the notice of public hearing has been published.

Section 27,246 to 27,249. Reserved.

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Sec. 27.250. Zoning ordinance amendments. This chapter may be amended to change zones, to alter the boundaries of districts, to impose regulations not heretofore imposed, and to remove or modify any regulation heretofore imposed, pursuant to Title 7 of the Government Code (Planning Law).

Sec. 27.251. Initiation of amendments. Changes of zone and other amendments may be initiated by the city council or the Planning commission.

Sec. 27.252. Petition for a change of zone. Any person may file a petition for a change of zone with the planning director, upon payment of a filing fee as required in Section 27.243 (filing fees and other fees), except that a person may not file, and the planning director shall not accept, a petition which is the same as, or substantially the same as, a petition upon which final action has been taken either by the commission or city council, within six months prior to the date of said petition.

Sec. 27.253. Contents of petition for a change of zone. A petition for a change of zone shall contain all information as is requested by the planning director. The accuracy of all information, maps and lists submitted shall be the responsibility of the applicant.

Sec. 27.254. Change of zone and the duty of the commission. Upon receiving a completed petition for a change of zone, and after the applicant has paid the appropriate filing fee, the planning director shall request the city clerk to set a public hearing date to consider the application as described in Section 27.241 (Notice of Public Hearing). The commission shall thereafter recommend to the city council whether the zone change should be approved, conditionally approved, or disapproved.

Sec. 27.255. Review of initial study and environmental assessment. Prior to taking any action on a zone change application, the commission shall first review the initial study and environmental assessment prepared by staff. The commission shall recommend to the council whether an environmental impact report should be prepared, or whether a negative declaration of no significant environmental impact is appropriate. If a negative declaration is recommended, the commission shall also recommend appropriate mitigation measures, if applicable to the zone change application involved.

Sec. 27.256. Amendment impacting schools. A change of zone in conformance with Figure LU-4 of the General Plan Land Use Element is conditioned upon owner mitigation of school impacts in accordance with the Brawley General Plan. Such mitigation, while required as a consequence of a zone change, is deferred until such time as development of the property occurs.

Sec. 27.257 to 27.259. Reserved.

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Sec. 27.260. Site Plan Review.

Sec. 27.261. Purpose.

- (a) Site plan review is hereby established in order to provide a visual and factual document that may be used to determine and control the physical design or use of a lot or parcel of land, building or structures. Site plan review is required for all proposed new construction of residential, commercial, industrial, and other types of buildings, as well as proposed rehabilitation of these types of buildings, requiring the provision of twelve (12) or more parking spaces to meet the requirements of Article V (Parking and Loading). A site plan consists of plans, drawings, diagrams and pictures indicating the land uses, and the architecture, forms, and dimensions of all buildings and structures.
- (b) A site plan is, or may be, required in order to determine whether or not a proposed development will properly comply with the provisions and development standards prescribed in this chapter or as prescribed by the commission or city council.
- (c) Any person may also use a site plan to indicate his compliance, or plans and intentions to comply, with the regulations and standards prescribed in this chapter.

Sec. 27.262. Submission of a site plan.

- (a) Any use, development of land, structure, building or modification of standards for which a site plan has been requested by the planning commission or that is otherwise subject to a provision in this chapter requiring the submission of a site plan, shall not be established or constructed until such site plan has been approved by the planning director or planning commission as required by this chapter.
- (b) The planning director and planning commission shall:
 - (1) Require a site plan for all variance applications and conditional use permit applications that involve a change of use, or development of land and construction of buildings or structures.
 - (2) Require any supplemental information or material including revised or corrected copies of any site plan or other document previously presented.

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- (c) The planning director shall prescribe the form and content of site plans and the information to be included either on the site plan itself or in a separate document.

Sec. 27.263. Contents of application for site plan review. An application for site plan review shall contain information and documents as required by the planning director.

Sec. 27.264. Basis for approval of site plans. Approval or disapproval of any site plan shall be based upon the following factors and principles:

- (a) Every use and development of land, buildings or structures shall be in compliance with the applicable provisions of this chapter.
- (b) Every use, and development of land, buildings or structures shall be considered on the basis of the suitability of the site for the particular use or development intended, and the total development shall be arranged so as to avoid traffic congestion, ensure the protection of the public health, safety and general welfare, prevent adverse impacts to neighboring property, and shall be in conformity with all elements of the general plan.
- (c) Site plans submitted for Specific Plans (SPs) shall include complete side, front and rear elevations for all buildings and structures, and shall also include architectural renderings depicting color and type of exterior surfaces and roofs. The architectural character and style of the proposed buildings and structures shall be compatible with other land uses and structures in the immediate area.

Sec. 27.265. Action upon site plans. The planning director shall act upon all site plans that are not also the subject of a zone change, variance, or conditional use permit requiring planning commission approval. Planning director action does not require a public hearing, but does require the same methods of public notice as those described in Section 27.241. The planning commission shall act upon all site plans that are the subject of a zone change, variance, or conditional use permit requiring planning commission approval. The planning director or planning commission shall either:

- (a) Approve the submitted site plan;
- (b) Approve the submitted site plan with conditions;
- (c) Disapprove the submitted site plan.

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Sec. 27.266. Notice of action taken on a site plan.

- (a) The planning director shall notify the applicant of the action taken on a site plan by the director or commission.
- (b) Said notification of action shall be by letter sent first class mail.

Sec. 27.267. Expiration date of site plans. A site plan which has not been used within the time period specified in said permit, or if no time is specified, within two years after adoption of this section or the granting of said permit, whichever is greater, becomes null and void and of no effect except that the planning director may extend such expiration date upon written request for an additional period not to exceed six months.

Sec. 27.268. Variances and conditional use permits not subject to separate site plan review. Where a site plan is required in an application for a variance or conditional use permit, said site plan shall be considered a part of said application and shall not require separate approval under the provisions of this article.

Sec. 27.269. Reserved.

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Sec. 27.270. Variances and Conditional Use Permits.

Sec. 27.271. Authorization for Planning Commission and Planning Director.

The commission shall hear and act upon a variance or conditional use permit application as provided in this article and pursuant to Title 7 of the Government Code (Planning Law).

Conditional uses subject to planning director review and approval, as identified in use tables and text for the respective zoning districts, shall be heard and acted upon by the planning director as provided in this article and pursuant to Title 7 of the Government Code Planning Law.

Sec. 27.272. Procedure for processing of variances and conditional use permits.

- (a) Submission of an Application. Any person desiring a variance or conditional use permit required by, or provided for, in this chapter, may file an application or petition therefor with the planning director. However, the planning director may not accept any application requesting a variance or conditional use permit for the same use, or substantially the same use, in any case where the planning director, commission, or the city council has taken a final action on a previous application within six months prior thereto, unless the applicant can show changed conditions and the commission (or planning director for conditional uses subject to director review and approval) agrees to accept the application on the basis of said changed conditions.
- (b) Initiation of Public Hearings. After receiving a completed application, and after the applicant has paid the required filing fee, the planning director shall request the city clerk to set a public hearing date to consider the application as described in Section 27.241 (Notice of public hearing).
- (c) Hearing by Commission or Planning Director. Within sixty days after the filing of a completed application, the commission (or planning director for conditional uses subject to director review and approval) shall hold a public hearing on the application and take action on the application. The commission (or planning director for conditional uses subject to director review and approval) shall make findings to support its decision as required by Section 65906 of the Government Code.
- (d) Review of Environmental Initial Study and Assessment. Prior to taking any action on a variance application or conditional use permit application, the commission (or planning director for

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conditional uses subject to director review and approval) shall first review the environmental initial study and assessment prepared by City staff. The commission shall determine whether an environmental impact report should be prepared, or whether a negative declaration of no significant environmental impact is appropriate. If a negative declaration is recommended, the commission shall also apply appropriate mitigation measures, if applicable to the variance or conditional use permit application involved.

Sec. 27.273. Application for a variance or conditional use permit. A person applying for a variance or conditional use permit shall submit an application containing the following information and such other information as is requested by the planning director. The accuracy of all information, maps and lists submitted shall be the responsibility of the applicant. The commission (or planning director for conditional uses subject to director review and approval) may reject any application that does not supply the information requested.

Sec. 27.274. Basis for approval or denial of a conditional use permit. The commission (or planning director for conditional uses subject to director review and approval) shall consider applications for a conditional use permit, and may, with such conditions as are deemed necessary, approve a conditional use permit which will not jeopardize, adversely affect, endanger, or otherwise constitute a menace to the public health, safety, or general welfare, or be materially detrimental to the property of other persons located in the vicinity of such use.

- (a) In making such determination, the commission (or planning director) shall make findings that the proposed use is in general accord with the following principles and standards:
 - (1) The proposed conditional use shall not be in conflict with the general plan or any specific plan.
 - (2) The nature, condition and development of adjacent uses, buildings and structures shall be considered, and no proposed conditional use shall be permitted where such use will adversely affect or be materially detrimental to said adjacent uses, buildings or structures.
 - (3) The site for a proposed conditional use shall be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this chapter, or as required by the commission as a condition in order to integrate said use with the uses in the neighborhood.

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- (4) The site for a proposed conditional use shall be served by highways or streets adequate in width and improved as necessary to carry the kind and quantity of traffic such use would generate.
- (b) Conditions imposed by the commission (or planning director) for a conditional use permit may involve any pertinent factors affecting the establishment, operation and maintenance of the requested use, including, but not limited to:
 - (1) Special yards, open spaces and buffer areas;
 - (2) Fences and walls;
 - (3) Parking facilities, including vehicular ingress and egress and the surfacing of parking areas and driveways to specified standards;
 - (4) Street and highway dedications and improvements including sidewalks, curbs and gutters;
 - (5) Adequate water supply, fire protection, and sewer capacity;
 - (6) Landscaping and maintenance of grounds;
 - (7) Regulation of nuisance factors such as noise, vibrations, smoke, dust, dirt, odors, gases, noxious matter, heat, glare, electromagnetic disturbances and radiation;
 - (8) Regulation of operating hours for activities affecting normal neighborhood schedules and functions;
 - (9) Regulation of signs including outdoor advertising;
 - (10) A specified validation period limiting the time in which development may begin;
 - (11) Provisions for a bond or other surety that the proposed conditional use will be removed on or before a specified date;
 - (12) A site plan indicating all details and data as prescribed in this ordinance subject to the provisions of Sections 27.260 through 27.269 (Site Plan Review);

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- (13) Such other conditions as will make possible the development of the proposed conditional use in an orderly and efficient manner and in accord with all elements of the general plan or any specific plan.
- (c) The commission (or planning director) shall deny the requested conditional use permit where the findings indicate, and the commission determines, that the applicant has failed to show that the requested use will not jeopardize, adversely affect, endanger or otherwise constitute a menace to the public health, safety or general welfare or be materially detrimental to the property of other persons located in the vicinity of such use, and reasonable restrictions or conditions to permit the establishment of the proposed use will not prevent detriment or menace as indicated.

Sec. 27.275. Basis for approval or denial of a variance. The commission shall consider applications for a variance, and the commission may grant a variance, with such conditions as are deemed necessary to protect the public health, safety, and general welfare.

- (a) In making such determination, the commission shall find: (1) that there are special circumstances applicable to the property including size, shape, topography, location or surroundings; (2) that the strict application of the zoning ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification; (3) that the variance granted shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated; (4) that the variance granted does not authorize a use or activity which is not otherwise expressly authorized by the zoning regulations applicable to the property; (5) that the proposed variance will not be materially detrimental to the public welfare or detrimental to the health and safety of persons located in the vicinity of the subject property; and (6) that the proposed variance is consistent with the character of the area in which the variance is granted in that previous variances have been granted, lot sizes are large, landscaping is mature and architecture is varied.
- (b) Conditions imposed by the planning commission for a variance may involve any pertinent factors affecting the establishment, operation or maintenance of the requested use, including, but not limited to:
 - (1) Granting a variance for a limited time only;

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- (2) Granting a variance to a specific property owner only with the condition that such variance is not transferable to a new owner;
- (3) Granting, for a limited time only, an expansion or extension of a previously granted variance or the extension of the time limit for a nonconforming use, on condition that at the end of such time such prior variance or nonconforming use shall terminate and the property shall thereafter be used for such purposes as are permitted in the zone in which such property is located;
- (4) If the environmental assessment identifies any significant environmental impacts, the commission may require either an environmental impact report or appropriate mitigation measures as a condition of the filing of a negative declaration.

Sec. 27.276. Notice of action taken on a variance or conditional use permit.

The planning director shall notify the applicant of the action taken on his or her application by the commission (or planning director for conditional uses subject to director review and approval).

Sec. 27.277. Effective date of a variance or conditional use permit. A variance or conditional use permit which has been granted by the commission (or planning director for conditional uses subject to director review and approval shall become final and effective fifteen days after receipt by the applicant of a written notice of action taken provided no appeal of the action taken has been filed within the said fifteen-day period.

Sec. 27.278. Continuing validity of a variance or conditional use permit. A variance or conditional use permit that is valid and in effect, and was granted pursuant to the provisions of this chapter, shall adhere to the land and shall continue to be valid upon change of ownership of the land or any lawfully existing building or structure on said land, unless the commission (or planning director for conditional uses subject to director review and approval) attached a condition to the granting of said variance or conditional use permit whereby it could not be transferred to a new owner.

Sec. 27. 279. Assurance of faithful performance of imposed conditions.

Whenever the commission (or planning director for conditional uses subject to director review and approval) grants or modifies a variance or conditional use permit, and the grant or modification of said variance or conditional use permit is subject to one or more conditions, the commission (or planning director) may require that the applicant or owner of the property file with the city clerk a

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corporate surety bond, deposit of money, or savings and loan certificates or shares in an amount guaranteeing the faithful performance of said conditions.

Sec. 27.280. Expiration date of a variance or conditional use permit. A variance or conditional use permit which is not used within the time specified in said permit, or if no time is specified, within two years after the granting of said permit, becomes null and void and of no effect, except that the commission (or planning director for conditional uses subject to director review and approval) may extend such expiration date upon written request for an additional period not to exceed six months.

Sec. 27.281. Termination of conditional use permit. A conditional use permit shall cease to be of any force and effect if the use has ceased, or has been suspended for a consecutive period of two or more years.

Sec. 27.282. Maintenance of a nuisance. Neither the provisions of this chapter nor the-granting of any variance or conditional use permit authorizes or legalizes the maintenance of a nuisance, either public or private.

Sec. 27.283. Regulations apply to conditional use permits and variances. Unless specifically modified by a conditional use permit or variance, all regulations prescribed in the zone in which such conditional use permit or variance is located shall apply.

Sec. 27.284. Revocation of a variance or conditional use permit. The commission (or planning director for conditional uses subject to director review and approval) may revoke any previously granted variance or conditional use permit if the commission (or planning director) makes findings that:

- (a) Such variance or conditional use permit was obtained by fraud;
- (b) Such variance or conditional use permit has not been used within two years after the granting thereof;
- (c) Conditions relative to the subject property have changed and the variance or conditional use permit would no longer apply to the subject property;
- (d) The conditions which were attached to the variance or conditional use permit approval have not been complied with.

Sec. 27.285. Notice of action taken on revocation. The planning director shall notify in writing the person owning or operating a use for which a variance or conditional use permit was revoked, including such other persons known to the planning director as having any right, title, or interest in the property.

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Sec. 27.286. Effective date of revocation. An order by the commission (or planning director for conditional use subject to director review and approval) revoking a variance or conditional use permit shall become final and effective fifteen days after receipt by the owner or operator of such use of a written notice of the action taken, provided no appeal of the action taken has been filed within the said fifteen days.

Sec. 27.287. Appeal of commission or planning director decisions.

- (a) Within fifteen days after the commission or planning director has taken action on an application, any person dissatisfied with the action may file a written appeal with the city clerk appealing said decision to the city council if it was a Planning Commission action, or to the Planning Commission if it was a Planning Director action.
- (b) Upon the filing of a notice of appeal, the city clerk shall set the matter for hearing before the city council or Planning Commission, whichever is applicable, within 30 days.

Sec. 27.288. Points considered on appeal. After hearing an appeal the city council may reverse or affirm, wholly or partly, or may modify the order, requirement, decision or determination appealed from, and may make such order, requirement, decision or determination as should be made. The city council's decision on appeal shall not be limited to the points appealed, but may cover all phases and aspects of the matter including the addition or deletion of any condition.

Sec. 27.289. Finality of decisions regarding appeals. The decision of the city council, upon an appeal from an action of the commission, is final and conclusive as to all things involved in the matter.

Sec. 27.290 to 27.299. Reserved.

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27.300 Zoning ordinance enforcement.

Sec. 27.301. Enforcement procedure. Any building or structure erected, constructed, altered, enlarged, converted, moved or maintained contrary to the provisions of this chapter, and any use of land, buildings, or premises established, conducted, operated or maintained contrary to the provisions of this chapter shall be and the same is hereby declared to be unlawful; and the city attorney at the request of the planning director shall commence appropriate legal action or proceedings for the abatement, removal or the enjoining thereof, in the manner prescribed by law.

Sec. 27.302. Investigation or inspection of property. Every member of the commission and their authorized representatives may enter any premises, building, or structure at any reasonable hour for investigation or inspection as to whether or not any portion of such premises, building, or structure, is being used in violation of this chapter. Denial, prevention, obstruction, or attempts to deny, prevent, or obstruct such access is a misdemeanor.

Sec. 27.303. Penalty for violation of this ordinance. Violation of any provision of this chapter, or of any approval, conditional use permit, or variance granted hereunder is a misdemeanor. Conviction for such misdemeanor shall be punishable by a fine not to exceed five hundred dollars, or by imprisonment for not to exceed six months, or by both such fine and imprisonment or alternative sentence. Each separate day or any portion thereof during which any violation of this chapter occurs or continues constitutes a separate offense and upon conviction thereof shall be punishable as herein provided.